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SATURDAY, MARCH 10, 1928.

日九十月二

22 THE ANNEX
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AMAZING SCENES AT GENEVA.

PRESIDENT'S ERRORS BEGIN DISORDER.

SIR AUSTEN SPEAKS SHARPLY ON BALKAN QUARREL.

RUMANIAN OBJECTION.

Geneva, Mar. 9.
The Balkan dispute, which has
defied solution for over five years,
and which Sir Austen Chamberlain
described to-day as a festering
sore on the face of Europe,
poisoning relations between
Rumania and Hungary, and menac-
ing the peace of the world, con-
tinues to perplex the peace-makers
of the Council of the League of
Nations.

The quarrel concerns Transyl-
vania, where the land-owners,
formerly in Hungarian territory
and now in Rumanian, who exer-
cised their option for Hungarian
nationality, claim fuller compensa-
tion for the appropriation of their
estates than the new Rumanian
land laws allow.

Speeches by M. Titulesco,
Rumania, and Count Apponyi,
Hungary, yesterday revealed that
the parties are in no manner
nearer a settlement.

League's Impotence.

Sir Austen Chamberlain address-
ing the Council to-day emphasised
the impotence of the League to
impose a solution unless both
parties were agreed. He suggested
that the Council nominate two
neutral arbitrators to consider the
Hungarian claims.

M. Briand and other delegates
warmly supported the British dele-
gates proposal and appealed to
Rumania and Hungary to accept
"the loyal sincere and logical pro-
posal."

Sir Austen speaking with
emotion, expressed himself as pro-
foundly happy and grateful at the
unanimous approval.

Rumania's Condition.

The Council re-assembled in
the afternoon and M. Titulesco
stated that he would accept Sir
Austen Chamberlain's proposal on
a condition which he proceeded to
explain in a speech lasting an
hour.

Sir Austen Chamberlain replied
that it would be an insult to at-
tempt to attach conditions to new
judges and declared emphatically
"The Council speak with one voice
and one mind once again and I
appeal to the representative of
Rumania and his Government to
think once or twice before they
reject the recommendation of
friends and the advice of well-
wishers."

Count Apponyi, the Hungarian
representative, briefly accepted the
proposal without reservations, and
Sir Austen Chamberlain again rose
to his feet and criticised Rumania,
declaring that condition voiced by
M. Titulesco was not acceptance
but a refusal of the Council's re-
commendation, and adding "I can-
not be responsible for the changes
suggested by M. Titulesco."

Amazing Scene.

There was a surprising scene in
the Council following the refusal
of Rumania to accept Sir Austen
Chamberlain's proposal uncondi-
tionally.

Mr. Urrutia, the President of
the Council, summing up, made the
remarkable statement that the
parties to the dispute had agreed
to the principle of Sir Austen's
proposal.

The observation produced a long
outburst of laughter from the de-
legates and the public.

Subsequently it was announced
that M. Titulesco had agreed on the
urgent request of M. Briand
to refer the British proposal to
his Government and to give a reply
to-morrow, if possible.

President's Astonishing Action.

Everyone expected the President
to adjourn the meeting until to-
morrow (Saturday) instead of
which he proposed the adjourn-
ment of the whole question to the
June meeting of the Council.

A lively argument between the
delegates followed, some shouting
remarks across the table. M.
Titulesco was most prominent in
the disorder. This unprecedented
(Continued on Page 16.)

LABOUR GAINS IN LONDON.

COUNTY COUNCIL ELECTION RESULTS.

MacDONALD FAMILY.

London, Mar. 9.
The final state of the parties as
the result of the London County
Council elections is as follows:

Municipal Reformers	84
Labour	34
Liberals	6

The gains and losses were:

Municipal Reformers	3	10
Labour	13	5
Liberals	3	4

The Liberals fought under their
party title instead of the old de-
signation of Progressives.

Twenty-four women members
were elected, as compared with
nineteen in the old Council.

Mr. Malcolm MacDonald and
Miss Isabel MacDonald, respec-
tively the son and daughter of Mr.
Ramsay MacDonald, obtained seats
in the London County Council. Mr.
Malcolm MacDonald retaining the
Labour seat for Limehouse, while
Miss Isabel MacDonald headed the
poll for South Poplar.

The results show that the
Labourites and Liberals have
made little headway towards the
reduction of the majority held by
the Municipal Reformers since
1907.—*Reuter.*

CAVELL FILM SHOWN IN BRUSSELS.

APPLAUSE AT END LASTS FIVE MINUTES.

Brussels, Mar. 9.
The Nurse Cavell war film, over
which there has been much con-
troversy in Great Britain, ending
in the refusal of permission for ex-
hibition, was shown in the largest
cinema in Brussels to-day before
an attendance of 2,500 people.

The audience included several
members of the Belgian Cabinet.
The film was followed with
keen attention as many were pre-
sent who are conversant with the
Cavell affair.

The applause at the end lasted
for fully five minutes, but there
was no demonstration during the
showing of the film.—*Reuter.*

TANTAH POLICE STATION STORMED.

EGYPTIAN DEMONSTRATORS RELEASE COMRADES.

Cairo, Mar. 9.
The situation at Tanta is quiet
to-day, though it is revealed that
in the course of yesterday's riot-
ing fourteen shops, eight of which
were owned by British subjects,
chiefly Maltese, were plundered.

Hooligans took advantage of the
student demonstrations to create
disturbances and they joined in a
storming of the Tanta police sta-
tion, where the arrested stu-
dents were confined and suc-
ceeded in securing their release.—*Reuter.*

LEAGUE GUARANTEES TOO MUCH.

WHY PORTUGAL'S LOAN FAILED.

Lisbon, Mar. 9.
It is semi-officially revealed that
the Loan sought under the aus-
pices of the League of Nations did
not materialise because Portugal
would not agree to the appoint-
ment of a Control Agent, or to the
right of the League Finance Com-
mittee to send a Commission to
administer the revenues assigned to
the service of the loan.

Portugal now resumes the free-
dom to raise the Loan where she
may desire.—*Reuter.*

SZECHUAN DISPUTE.

Wanchien, Mar. 9.
It is reported that the combined
Szechuanese Generals may attack
Yang Sen on account of the lat-
ter's attitude regarding the dis-
tribution of revenue.—*Naval
Wireless.*

AERIAL TRAFFIC IN FAR EAST.

BIG BRITISH SCHEMES OUTLINED.

HONGKONG TO FEED CANTON AND SHANGHAI.

INDIA THE GATEWAY.

London, Mar. 9.
The vital importance of India in
the future development of air
transport, was stressed by Lieut.
Colonel I. A. B. Edwards, the Chief
Technical Adviser to the Depart-
ment of Civil Aviation at the Air
Ministry, in the course of an
address to the Royal Society of
Arts to-day.

He dwelt at considerable length
on the proposed plans and routes,
and showed conclusively the
gigantic nature of the plans pro-
posed by Great Britain in the
development of air routes.

India's Suitable Climate.

At the outset, he pointed out
that India's climate was most
suitable for flying, especially when
long journeys had to be made by
night.

In the event of an amicable
settlement with Persia the route
to India would in all probability
run via the Persian Gulf to
Karachi, while a further route to
feed India would be designed via
Moscow, Teheran and Bushire.

To Hongkong.

From India, Lieut. Col. Edwards
went on to deal with an extension
to the Far East, mentioning that
the route taken would probably
run from Calcutta to Rangoon,
Rangoon to Singapore, and thence
to Australia via the Dutch East
Indies, while if plans materialise
there will probably be a second
line from Calcutta to Mandalay
which will link up with Hanoi and
Hongkong.

Canton and Shanghai.

When the service is established
between Calcutta and Hongkong,
it could probably be extended to
Canton and Shanghai and there
join up with a Japanese service.
The speaker stated that it was
even possible that a route would
be established from Calcutta via
Bramaputra to the Yangtze and
Peking.

The route entering India meant
that Karachi would clearly carry
the bulk of the traffic between
Europe and the Far East, and
Calcutta would thus assume an
importance as an aerial gateway
in the Far East second only to the
big air junction which must eventu-
ally be established in Syria or
Palestine once a line has been
established between Cairo and
South Africa.

This air junction would also
bring traffic to India especially
large quantities of bullion.—*Reuter.*

DUTCH STUDENTS IN SERIOUS CASE.

PROSECUTOR URGES HEAVY SENTENCES.

The Hague, Mar. 9.
Four native students from the
Dutch East Indies, who have been
under preventive detention since
September on a charge of inflam-
matory incitement of the public
against the Government in their
vernacular newspaper, have been
released pending the decision of
the court which will be given on
March 23rd.

The Public Prosecutor urged
sentences of from two to three
years' imprisonment.—*Reuter.*

INDIAN COTTON MILL SCANDAL.

HEAVY SENTENCES ON CONSPIRATORS.

Calcutta, Mar. 9.
The High Court has sentenced
Mr. Lahiri to eight years' impris-
onment, and Mr. Bannerjee to six
years' imprisonment for criminal
conspiracy to commit a breach of
trust in connection with the Laksh-
mi Cotton Mills.—*Reuter.*

NEW YORK STOCKS SENSATION.

WILD SCENES & HUGE SHARE TURNOVER.

FRENZIED BROKERS.

New York, Mar. 9.
A total day's sale of 3,700,000
shares, the second largest turn-
over in the history of the New
York Stock Exchange, was made
to-day as the result of a wild out-
burst of speculation on the Stock
Market.

There was frenzied trading in
General Motors common stock
which advanced over \$6 a share to
a new high record of \$157. This
started the movement with the
result that scores of issues ad-
vanced from \$3 to \$17 per share.
Thirty stocks rose to new high
levels for the year.

Pandemonium reigned on the
floor of the Stock Exchange as per-
spiring brokers struggled furiously
to carry out the deluge of buying
orders from all parts of the coun-
try.

A throng of shrieking hoarse-
voiced brokers fought and struggled
like a crowd of women at the open-
ing of the day's sales around the
General Motors post where 300,000
shares in their common stock
changed hands in four hours.

The tape-machines were unable
to keep pace with the quotations,
this adding wide-spread confusion
to the dealings.

The strength of the market is at-
tributed to the squeezing of large
short interests in the more specu-
lative stocks and also to public en-
thusiasm.—*Reuter's American Ser-
vice.*

COTTON INDUSTRY CRISIS.

NO PRECIPITATE ACTION TO FOLLOW RUPTURE.

ONE MILL BACKSLIDES.

London, Mar. 9.
The present situation in the
Lancashire cotton discussions is
a little undecided, though it is
felt that no precipitate action is
likely as regards the breakdown
of the joint conference between
the operatives and the employers.
Further action has been left to
the wages Committee, but it is re-
garded as significant in some quar-
ters that the Aqueduct Mill Com-
pany has reverted to 55½ hours
weekly and has resigned from the
Federation.

The resolution for a ballot in
the American Section of the in-
dustry regarding organised short-
time has been rescinded, a meet-
ing in Manchester of the Federa-
tion of Master Cottonspinners As-
sociations expressing a doubt that
the ballot would afford the neces-
sary 80 per cent. in favour.

Both sides are anxious to reach
a settlement without serious dis-
pute.—*Reuter.*

MEXICAN POLITICAL PLOT.

GERMAN SUSPECT PROVES INNOCENCE.

Mexico City, Mar. 9.
The German, so-called bomb ex-
pert, Max Holung, who was ar-
rested on suspicion in connexion
with the plot to assassinate Presi-
dent Calles and General Obregon,
has established his innocence and
has been released.—*Reuter's
American Service.*

LADY BAILEY'S FLIGHT.

LONG-HOP TRIP TO SOUTH AFRICA.

London, Mar. 9.
Lady Bailey, wife of Sir Abe
Bailey, the South African million-
aire, left Croydon aerodrome, un-
accompanied, this afternoon on a
flight to Capetown. Her plan is to
reach her destination as quickly
as possible in long hops.
The route will be via France,
Italy, Malta, Egypt and Soudan.
Lady Bailey is flying a De Havill-
land biplane, capable of remain-
ing in the air ten hours
at a time.—*British Wireless.*

PIRACY FEARED ON WEST RIVER.

CHINESE STEAMER'S PLIGHT.

FOUND NEAR TAIMING SHA MINUS CREW.

GUNBOAT ON SCENE.

A report of a piracy on the West
River, as yet not confirmed, was
received on the arrival of the s.s.
Taiming from Wuchow early this
morning, the vessel involved being
the Chinese steamer Hoi Cheong,
plying between Hongkong and Wu-
chow.

The master of the Taiming, Cap-
tain Spinks, states that at 4 p.m.
yesterday she met with the stern-
wheeler Dilly, near Kongmoon, and,
in passing, that vessel reported
that the s.s. Hoi Cheong had been
pirated at a spot near Taiming
Sha.

Kidnapped by Pirates?

On approaching the spot indicat-
ed, the Taiming sighted the Hoi
Cheong anchored close in to the
north bank of the river, but there
was no sign of life on board, the
ship having been apparently de-
serted by the crew.

Whether they had been taken
away by the pirates was not ascer-
tainable.

Further down the river, the Chi-
nese gunboat Kong Tai was sighted,
and Captain Spinks passed on the
information, the warship proceed-
ing to the scene to investigate. On
the arrival of the Taiming in Hong-
kong the matter was reported to
the Harbour Master.

Report of Firing.

Chinese members of the crew of
the Taiming assert that four or five
men were noticed on the bank in
the vicinity of the Hoi Cheong, and
that after the gunboat Kong Tai
had proceeded up river, the sound
of firing was heard, but this is
not supported by the statements of
the master.

The Hoi Cheong is a wooden
vessel of 293 tons, carrying seven
seamen, 10 engine room staff, 15
compradore's staff and 18 cargo
coolies. She sailed from Hong-
kong for Wuchow with a cargo of
400 tons, mostly rice, on Thurs-
day. She is owned and operated
under the Chinese flag by the
Chuen Yick Company, of Queen's
Street, and runs in cargo only.

Opium Smuggling Charge.

On enquiry from the Chuen
Yick Company this morning, a
Telegraph representative was in-
formed that the name of the pre-
sent master of the vessel was not
known, as he is a substitute for
Chan Kai-yu, the regular master,
who is in Hongkong in connexion
with a charge of opium smuggling.

This is the first run of the Hoi
Cheong since she was held up by
the authorities on the charge in
respect of which the master is to
come before the Court.

COMMUNIST UPRISING IN HUNAN.

SITUATION BEING WATCHED WITH ANXIETY.

Hankow, Mar. 9.
Communists have staged a suc-
cessful, though apparently blood-
less, uprising at Li Ling, in the
south of Hunan, it is authentically
reported. The Communists are
now in full control of the town.

A number of General Chen
Chien's forces were ordered to
attack the Communists, being sent
from Changsha, but they turned
over to the Communists, making
the position still more serious.

Extra troops are now being de-
patched from Changsha, but the
developments are being watched
in Hankow with considerable an-
xiety.—*Reuter.*

ATTACK ON WATER POLICE.

HANYANG COMMUNIST RAID REPULSED.

Hanyang, Mar. 9.
Communists have attacked the
Water Police Headquarters in an
attempt to seize the arms. The
attack, however, was repulsed by
the military.—*Naval Wireless.*

Bulls and Inners

From the Office Butts.

A wealthy Shanghai motorist
allows his chauffeur \$20 a month
to pay for small accidents.
Evidently petty crash accounts.

Lots of husbands have a job to
keep their wives in cheque.

A Shanghai contemporary
advertises several saxophone
players who are "at liberty." We
pass on the tip to the Hongkong
police.

A doctor says that the thymus
gland causes crime in children.
MacWhirter says, however, that
this gland can be worn down a
lot, by application of the back of
a hair brush.

According to a Home paper, all
the residents living in one street
in Aberdeen are named Muir.
The muir we are together!

Despite the fact that he had red
hair, had his fingers crossed and
was well within the white lines,
a local resident was nearly knock-
ed down by a car at the Post
Office corner yesterday.

"The two-
seater owner is
now 'king of
the road,' says
a motoring
writer. Long
to run over us!"

The students
who climbed a
Welsh mountain
recently and
had their faces
frozen, should
do well in a
poker school.

A life insur-
ance company
says £40 is too
much for a
funeral. Well,
maybe for some
funerals.

"Saud Favours Sword" would
seem to be an appropriate head-
ing for this Iraq quarrel.

A prohibitionist raider in
Illinois got 14 years for killing
a man. A Michigan man got life
for having a pint of gin. The
world is getting better and bett-
er, day by day.

After the lecture on "The
Principles of Greek Balance,"
house wives are looking forward
to an address on "The Lack of
Principle of Chinese Scales."

Santiago, Chile, has declared
war on useless noise. Somebody
must have been reading the
cinema subtitles out loud there,
too.

Definition:—An automobile is a
four-wheeled obstruction capable
of standing for hours at a stretch
in a congested street.

A Singapore man rescued his
mother-in-law from a burning
house. Perhaps the smoke got
into his eyes.

Any Abstrin alleging Fascist
atrocities will be considered by
deck cargo to the height of the
Mussolini's chin, appears to have
had some neck.

A vessel carrying some tons of
dynamite to North China is named
the Aker. No doubt the opposi-
tion militarists just ache to get
hold of it.

Perhaps all the trouble in Egypt
is because the new generation
have been separated from their
mummies.

This ill-feeling over certain
types of film plots is rapidly
spreading. Several Shelkhs are
on the warpath.

A correspondent to the local
press complains of a weight on his
chest at night, which he cannot
explain. If he is an elderly man
it may be the effect of his lobster
sals d'ays.

President Coolidge has had a
present of pyjamas made of flour
bags. If this sort of things goes
on, we may expect to find certain
prominent individuals dressing in
sackcloth.

If this "stretching" of local
lawn tennis players continues,
they will in time be able to cover
both courts.

The O.B.I. this week goes, with-
out question, to the Daily Press for
to pay for small accidents.
referring to a well-known dancing
teacher as "Mish Violent Capell."

Evidently these
agitators are to be told in future
to go to the Duce.

A new ship arriving in harbour
last week, named the Oder, was
described as "unknown." It
should appropriately have anchor-
ed off Wanchai.

MacWhirter is of the opinion
that some folk must surely come
from a long line of snakes.

News item:—Giving the name
of Silk Tung, a Kowloon cooper
collapsed while removing blotting
paper from a compradore's study.
He hit the wrong man repeatedly
with a bicycle. It was subse-
quently discovered that he was
engaged in securing exhibits for
the "China" Exhibition.

It certainly looks as if to-
morrow's event is going to be a
trial.

Music is like
medicine, says
a Home critic.
Some of it is
rather hard to
swallow.

In view of
the

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CANTON'S WARM WELCOME

HONGKONG GOVERNOR AND
PARTY.

CORDIAL SPEECHES.

(From Our Special Correspondent.)

Canton, Mar. 9.

His Excellency the Governor of Hongkong's visit proved to be an event of unique interest, rivalling in its enthusiasm that which marked Marshal Li Chai-sum's reception in Hongkong a week ago. Elaborate preparations were made for the occasion and the proceedings passed off without a hitch. Everywhere His Excellency went he received a most genuine and sincere welcome, evidencing the spirit of friendly feeling and co-operation which has now happily been firmly established between Canton and Hongkong. His Excellency and the members of his party must have been very favourably impressed with the warmth of the reception.

A Memorable Visit.

All circles of society in Canton co-operated to make the visit a memorable one and that they succeeded so well not only because of the satisfaction to themselves but gratification on the part of the Hongkong party. The streets had been gaily decorated for the occasion. From all the business premises the British and the Nationalist flags hung side by side, and the main thoroughfares presented a colour scene that has rarely been equalled.

There was a scene of great animation around the Government Pier, where the official landing was made. Here collected all the military officials and civic dignitaries of the city, and there was an imposing display of Canton's military strength by the presence of a Guard of Honour and of troops lining all the principal thoroughfares. For a hundred yards on each side of the Pier the Band was kept clear, but behind the military cordon there was a vast concourse of interested sightseers, many of whom were unable to catch even a glimpse of the proceedings at the Pier.

H.M.S. Tarantula was the cynosure of all eyes as she steamed up the river and came to anchor opposite the Government Pier. The entire river flotilla was assembled at this spot and as the Tarantula steamed by the Po Jik, the flagship of the river flotilla, boomed out a salute of seventeen guns. In the wake of the Tarantula was the armed launch Nan Chai-long, all gaily decorated with evergreens and plants, and flying the Union Jack at the mast head, which came alongside the gunboat and conveyed His Excellency the Governor and party to the Government Pier. Accompanying His Excellency were the Colonial Secretary (Hon. Mr. E. R. Hallifax, C.M.G.) and Capt. Whyte (private secretary). There was much cracker-firing.

Cordial Greeting.

Marshal Li Chai-sum and military and civil officials awaited the arrival of His Excellency on the pier. Immediately he landed, Marshal Li, who was in full military dress, stepped forward and extended a cordial greeting, then introducing the distinguished guest to those assembled.

Among those present were, Mr. Chu Chao-hsin (Commissioner for Foreign Affairs) and his staff, Mr. F. Brennan, H. M. Consul General, Sir Shou-son Chow, Hon. Mr. R. H. Kotewall, C.M.G., General Chan Ming-shu (commanding the 11th Nationalist Army), General Chui King-tong (commanding the 13th Division), General Chan Chai-tong, General Tang Shih-chang, General Tang Yin-wah (Police Commissioner), Admiral Chan Chai, General Chan Cheung-po (Commander at Kong-

moon), General Chan Hing-wan (Principal A.D.C.), General Cheung Wai-chiang (Director of the Aviation Bureau), Mr. Lam Wan-kai (Mayor of Canton), Mr. Wu Te-chien (Department of Reconstruction), Mr. Ma Chiu-tan (Agriculture and Labour), Mr. Li Man-yan (Director of the Revenue Council), Mr. Yang Keung (President of the Committee of the Chambers of Commerce).

The pier had been gaily decorated for the occasion. Flowers and plants were everywhere in evidence. Just outside was a big welcome archway, the Chinese architecture of which was particularly impressive.

The Guard of Honour.

As His Excellency the Governor, accompanied by Marshal Li, emerged from the pier, the full Band of the Commander-in-Chief, attired in red and blue velvet uniforms, crashed out, and then the inspection of the Guard of Honour followed. This was composed of troops from the Gendarmerie and the model brigade of the 11th Nationalist Army. To the accompaniment of more music Marshal Li and His Excellency entered a waiting motor car and drove away to the Provincial Government Headquarters, followed by other cars in which those who had assembled on the pier travelled. Precautions had been taken against any untoward incident, the streets being cleared and machine gun detachments on motor cycles accompanying each car.

At Government Headquarters.

At the Provincial Government Headquarters there was a reception, at which tea was provided and a photograph taken of the group. There was a large and distinguished gathering, including all who had welcomed His Excellency at the Pier and others besides.

Sightseeing Tour.

At noon, accompanied by Marshal Li's chief staff officer and by Mr. Chu Chao-hsin, the Commissioner for Foreign Affairs, H. E. the Governor proceeded to the British Consulate at Shameen, where he partook of lunch.

In the afternoon His Excellency, accompanied by Marshal Li, made a sightseeing tour of the city, visiting among other places of interest Saikwan, Kuan Hsien Fong and the old British Consulate Yamen. Ten was taken at Yuan.

Official Banquet.

The principal ceremony in the evening was the official banquet at the Provincial Government Headquarters, where His Excellency was accompanied by Lady Clementi. All the high military and civil officials were present, and also a number of Chinese ladies, including Madame Li Chai-sum.

Marshal Li proposed the health of His Excellency the Governor and Lady Clementi in a felicitous speech. He said:

It is a great pleasure to us that we are honoured by an official visit of the Governor of Hongkong. This banquet is now given in his honour.

I recall with appreciation the kindness and courtesies extended to me on my recent official visit to Hongkong; such a good time will always be fresh in our memory. I am rather afraid that we are unable to provide such ceremonial functions as those provided in Hongkong in honour of my visit there. But I wish to assure His Excellency that the Provincial Government and the people of Kwangtung much appreciate the visit of such a distinguished guest. We are all pleased to feel that such appreciation indicates more friendly relationship between China and Great Britain.

My wife and I enjoyed very much staying at Government House during our visit to Hongkong. We must thank the Governor and Lady Clementi for their hospitality and particularly for all the trouble Lady Clementi personally took in entertaining my wife.

From now on, the Governor and I are getting more acquainted and

we will exchange private visits when our time permits. By so doing it will serve as a manifestation of mutual co-operation between Hongkong and Canton. Lady Clementi has promised us to visit Canton with her children, and we hope Sir Cecil Clementi will find time to come too, so as to enable us to reciprocate in a small way and fulfil our duty as hosts here.

Scholar and Statesman.

Sir Cecil has long been living in this country; he has travelled a great deal not only in Kwangtung, but also throughout the province of Kwangsi. He is known as a great traveller. He speaks Cantonese as we natives do and also some dialects of the two Kwang provinces, having acquired a great knowledge of the Chinese language and thus being able to bridge the eastern and western civilisations. He is known as a learned man. Being in Government services for thirty years, from the lowest steps as a student climbing up to the highest rank as a Governor and making a wonderful career in public service, he is known as a great statesman. Now he has been coming in contact with the official circles of the two Kwang provinces, and is using his efforts to improve Anglo-Chinese good feeling. He is a great diplomat. We are welcoming His Excellency to-day not merely for reasons of individual friendship, but we regard His Excellency as a friend of the Chinese people as a whole.

It is a mistake that some of our people while putting too much stress on foreign studies neglect the ancient Chinese classics and teachings. They should look to His Excellency as their example. He has made a thorough study of ancient classics and teachings not only of his own language but also Chinese.

Goodwill and Friendship.

Luckily the international misunderstandings have been cleared, and goodwill and friendship are increasing every day. His Excellency's visit to Canton to-day provides a good opportunity to cultivate goodwill and friendship. Furthermore, the Chinese merchants of Hongkong are also coming with a view to promoting commerce between Canton and Hongkong. His Excellency and I will give full support to this project and we are rejoicing over it.

I now represent the Branch Executive Council and the Kwangtung Provincial Government, and we give our hearty welcome to His Excellency Sir Cecil Clementi. Let us all drink to the health of His Excellency and Lady Clementi, to the prosperity of England, to the goodwill and friendship between China and Great Britain and to the ever increasing commercial relations between Canton and Hongkong.

His Excellency's Reply.

His Excellency the Governor, in reply, stated: Marshal Li Chai-sum, I rejoice to be here to-day as Your Excellency's guest, and I thank you very sincerely for your welcome. It is now almost thirty years since I originally came to Canton and lived for a while at first within the city near the Flower Pagoda in the Yamen, which recently was handed back by the British Government to Your Excellency, and later as tenant of a house in Kun Yin Fong in the Western suburb. Those were happy days for me; I used to enjoy finding my way through the maze of streets in the town, talking with the people, making purchases in the shops, and retiring every now and then to the seclusion of the monasteries in the White Cloud Hills. I am one of the few who have walked on foot from Canton to Kowloon before the railway was built; and I loved sailing on the waterways of the Delta. My travels also took me into Kuangsi province, where I was sent officially by the Hongkong Government to assist in famine relief work in 1903. On that occasion I spent most of my

NAVY ESTIMATES.

BRITISH FIGURES WELL
BELOW FORECAST.

London, Mar. 9.

The Navy Estimates are £57,800,000 which is £700,000 below the original estimate for the current year, and £1,150,000 below the figure as amended by supplementary estimate.

Later.

Mr. W. C. Bridgeman, in a memorandum accompanying the Navy Estimates draws attention to the considerable reduction, due to a reduction of the programme by two cruisers in 1927 and one in 1928. On the contrary, provision for the fleet air arm has increased by £198,000.

He dwells on the satisfactory development of naval anti-aircraft gunnery, and also the progress of employment of aircraft with the fleet. He says the catapult has been installed on H.M.S. Resolution in addition to H.M.S. Vindictive.

The reduction of the building programme and other economies has enabled a reduction in personnel by 1,289 to 100,986.

The Year's Programme.

The programme for 1928 includes provision for commencing construction of two cruisers, one submarine depot ship, one flotilla leader, eight destroyers, six submarines, one river gunboat, and four sloops, representing a reduction of one cruiser and an increase of four sloops, as compared with the programme laid down in 1925.

Many important services have either been deferred entirely or are being provided at a leisurely rate, which the expectation of a prolonged period of peace alone warrants.—*Reuter*.

time in Tsam Chou Fu, Kwai Yun and Nanning Fu. But on other occasions I have travelled through Lau Chau Fu, Feng Yun Fu and Tung Lan Chou into the Kwelchow province, and I have also travelled from Kwelchow Province into Hunan Province and thence to Kwei Lam and down the Fu River to Wuchow. So I think I may fairly claim to have acquired considerable first-hand knowledge of the Liang Kuang provinces, and though I have also made many journeys in other parts of China, it is the Liang Kuang provinces for which I have the greatest affection and to which I always return with the greatest pleasure.

A True Friendship.

You will easily understand, therefore, what a grief it was to me when on my assumption of duty as Governor of Hongkong in 1925, I found that Russian malice had provoked an artificial semblance of enmity between Canton and Hongkong. Never at any time, even when the anti-British boycott was at its height, was there any feeling of enmity in Hongkong towards Canton. On the contrary, we always believed that in spite of outward appearance there was no real change at heart in your friendly feeling for us, and that, sooner or later you would realise how completely the Bolsheviks and Communists had deceived you. Now at last Bolshevikism and Communism have been expelled from Canton, and the long-standing friendship of Canton for Hongkong has been restored. I rejoice to know that the recent visit of Your Excellency to Hongkong and my present visit to Canton are but the outward and visible signs of a true friendship uniting the colonial and provincial governments as well as the people of Hongkong and Canton. It is my earnest hope that this traditional amity may never again be disturbed, and on behalf of the Hongkong Government I pledge you my full co-operation to that end.

Both speeches were delivered in Chinese.

The gathering consisted of over 100 diners, including a number of ladies.

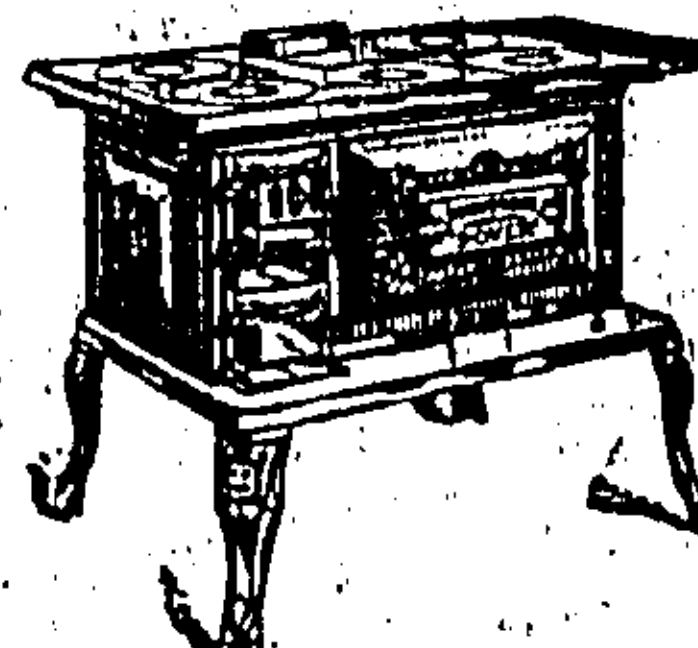
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PINKETTES

liver, correcting constipation, banishing bilious attacks, clearing the skin, aiding digestion. Your chemist can supply them, or post free, 60 cents the box, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

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often leads to
extreme weakness,
even consumption.
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sion builds the body,
enriches the blood,
aids digestion and
leads to increased
weight and better
health. Ask for



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Emulsion**
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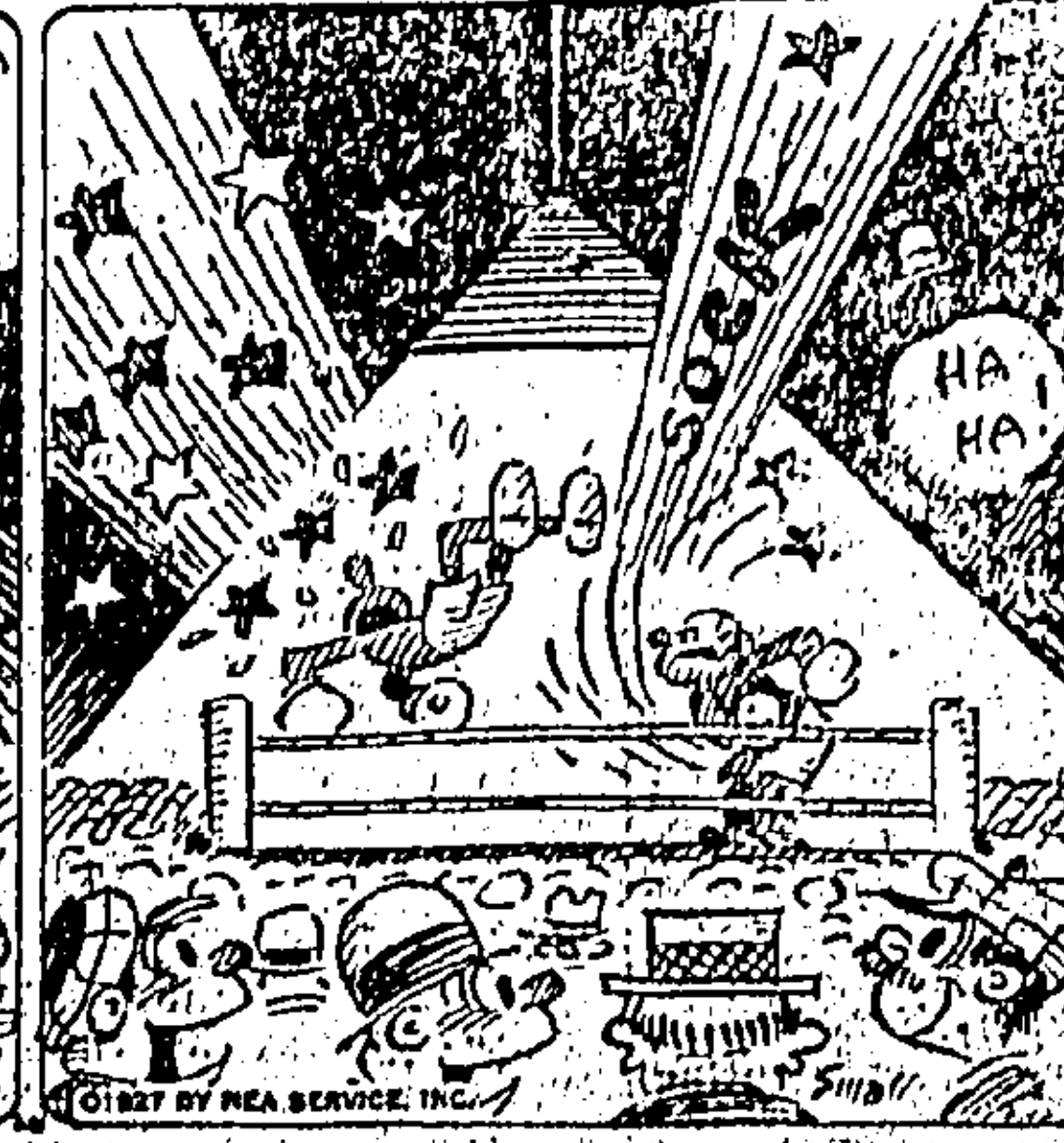
SALESMAN SAM



He Did



By Small





The annual cricket match between Jardine, Matheson and Co. (Ewo) and the Hongkong and Shanghai Bank (Weyfong) resulted in a win for the latter. A group of the teams is shown above. (Photo: Ming Yuen)



Mr. A. Morris, the headmaster of the new King's College. (Photo: Yim Fong)



Wedding group taken at St. John's Cathedral on Saturday when Mr. Leonard Warren, of Shanghai, was married to Miss H. M. Leech, of Cambridge. (Photo: Ming Yuen)



The arrival of H. E. the Governor at King's College on Monday. (Photo: Yim Fong)



The start of the Kowloon Marathon Race on Monday. The winner, P. T. Torman, R. A. M. C., is seen fourth from the right. (Photo: Welcome Studio)



An excellent snap-shot of H. E. the Governor pictured as he was about to enter King's College for Monday's opening ceremony. (Photo: Welcome Studio)



Group taken at the wedding at Union Church of Mr. H. H. Luer and Miss Gertrude Elsie Herms. Mr. L. Svenson and Mr. B. Soltan were joint "best man". (Photo: Mes Cheung)



An interesting snap from home of the family of a well-known former Hongkong resident, Mr. Walter Highy. Four generations are represented, his mother being 86 years of age.



Stoker Morrell, who met Signaller Morris for the middleweight title tonight.



Marshal Li Chai-sum, Madame Li Chai-sum, and other members of the Canton official party photographed among prominent local Chinese residents at the Hon. Mr. B. H. Kotewall's residence on Saturday. (Photo: Ming Yuen)

DANCING SHOES



Selected pliable patent leather shoes, light flexible sole, perfect ankle fit, smartly made in medium and narrow toe.

\$13.50, \$18.50 per pair.

WE ALLOW 10% DISCOUNT FOR CASH.

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HIGH SPEED TOOL STEELS
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Steel Castings and Special
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CHATEAU CARBONNIEUX.

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A REALLY MAGNIFICENT GRAVES.

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"STORMPROOF"
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useful size. Covered
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VALUE \$3.50

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THEY ARE WONDERFUL VALUE.
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25 WORDS FOR \$1.00
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295, 300, 301, 305, 306, 315

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FAMILY HOTEL.—Victoria Gardens. Quiet apartments and Suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hunkow Road, Kowloon, Tel. K.357.

POSITION VACANT.

POSITION VACANT.—European Nursery Governess wanted for child of nine, Peak district, no teaching required. Apply Box No. 337, care of "Hongkong Telegraph."

FOR SALE.

FOR SALE.—1926 Standard six, 5 seater Studebaker. Owner driven. In Excellent Condition, any trial. Apply Box No. 335, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—No. 14, Knutsford Terrace, Kimberley Road, Kowloon, with Tennis Court and view of Harbour. Whole house or ground floor. OCCUPATION, 1st April, 1928. Apply Mr. See Koon Chi, 3rd floor, Exchange Building.

TO LET.—From May 1st. Well furnished house at Felix Villas. Modern Sanitation, Elec. Light, Telephone. Inspection any time. Apply Box No. 336, care of "Hongkong Telegraph."

TO LET.—Furnished rooms with bathroom attached in English and American family home, new management, excellent food and service. Hongkong side, terms moderate. Box No. 334, care of "Hongkong Telegraph."

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—From end of March to October, Peak. One European furnished HOUSE with three bedrooms, electricity, gas and flush. Five minutes from Peak Station. Apply to Box 327, care of "Hongkong Telegraph."

TO LET.—Fully furnished with servants for six months from 1st June. No. 191, The Peak Mount Kellott. 5 roomed concrete house. All modern conveniences. Rain proof. Would consider let from 1st May. Apply Hastings Denny & Bowley, 8, Des Voeux Road.

TO LET.—Plot of land at North Point (to the right of the Hongkong Electric Co.'s Works), with quay wall capable of berthing big steamers (depth of water 30 feet below O.D.). Suitable for storage of Coal, Timber, etc. Moderate Rental. Further particulars, apply—Ching Siong Land Investment Co., Ltd., 126, Wing Lok Street, Phone C.2469.

NEW ADVERTISEMENTS

HONGKONG CRICKET CLUB. TENNIS TOURNAMENT.

A REVISED LIST of dates on which matches are to be played is posted in the Pavilion. Competitors are requested to consult same as soon as possible.

FANLING HUNT

Steeplechases.

EASTER MEETING.

Saturday, 31st March, 1928.

DRAFT PROGRAMMES AND ENTRY FORMS for the EASTER MEETING to be held on SATURDAY, 31st March, may be obtained from Dr. F. Pierce-Grove, Alexandra Buildings.

ENTRIES close before NOON WEDNESDAY, 20th March, 1928.

MARINE ENGINEERS' GUILD OF CHINA.

HONGKONG BRANCH.

Members are requested to attend a Regular Monthly Meeting at the GUILD OFFICE, 67, Des Voeux Road, Central (DAVID HOUSE) on TUESDAY, 13th March, at Six o'clock p.m.

BUSINESS.

Elections.

Reserve Fund.

General.

W. J. STOKES,
Branch Secretary.

NOTICE.

THE HONGKONG & WHAMPOA DOCK COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the Ordinary Yearly Meeting of Shareholders, will be held in the Office of the Company, 2, Queen's Buildings, Hongkong, on TUESDAY, 20th March, 1928, at noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1927.

The Share Register and Transfer Books will be closed from the 14th to the 20th March, 1928, (both days inclusive).

By Order of the Board of Directors.

R. M. DYER,
Chief Manager.

GREEN ISLAND CEMENT COMPANY LIMITED.

The 39th ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above COMPANY will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on Wednesday, the 21st day of March, 1928, at noon for the purpose of receiving a statement of accounts and the report of the Directors for the year ended 31st December, 1927.

THE TRANSFER BOOKS of the Company will be CLOSED from Tuesday the 13th March, 1928, until Wednesday, the 21st March, 1928, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

THE HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS. The Fifty-ninth Ordinary General Meeting of Shareholders will be held at the Offices of the Underwritten on Monday, the 26th March, 1928, at Noon, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended 31st December, 1927.

The Share Register and Transfer Books will be closed from the 12th to the 26th March, 1928, both days inclusive.

JARDINE MATHESON & CO., LTD.
General Managers.
The Hongkong Fire Insurance Co., Ltd.
Hongkong, 5th March, 1928.

POSITION WANTED.

ASSISTANT SECRETARY, or similar situation in Limited Company, sought by Britisher. Well educated; over four years' commercial experience with local company. Excellent knowledge of Cantonese, holds Chamber of Commerce Certificate. Apply Box No. 382 care of "Hongkong Telegraph."

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Second Extra Race Meeting to be held on Saturday, 17th March, 1928, (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables.

Entries will close at 12 o'clock noon on Monday, 12th March, 1928.

THE DAIRY FARM ICE & COLD STORAGE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

Notice is hereby given that the THIRTY-SECOND Ordinary Yearly Meeting of the Shareholders in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, on SATURDAY, 10th MARCH, 1928, at noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending December 1927, declaring a Dividend and re-electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be closed from the 1st to 10th March, 1928, both days inclusive.

By Order of the Board of Directors.

M. MANUK

Secretary.
Hongkong, 23rd February, 1928.

THE HONGKONG ELECTRIC COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the Company will be held at P. and O. Building, Victoria in the Colony of Hongkong, at 12.10 o'clock in the afternoon, on FRIDAY, the 16th day of March, 1928, for the purpose of considering, and if thought fit, passing the following Resolution:—

"That the capital of the Company be increased from its present capital of \$3,000,000 (Hongkong Currency) divided into 300,000 shares of \$10 each to \$6,000,000 (Hongkong Currency) divided into 600,000 shares of \$10 each and that such additional shares shall rank in all respects pari passu with the original capital of the Company."

AND NOTICE IS HEREBY FURTHER GIVEN that a further Extraordinary General Meeting of the Company will be held at the same place at 12.30 o'clock in the afternoon, on MONDAY, the SECOND DAY of April, 1928, for the purpose of considering and, if thought fit, confirming the above Resolution as a Special Resolution.

AND NOTICE IS HEREBY FURTHER GIVEN that a further Extraordinary General Meeting of the Company will be held at the same place on MONDAY the SECOND DAY of April, 1928, at 12.40 o'clock in the afternoon or as soon thereafter as the above Meeting shall have terminated for the purpose of considering and, if thought fit, passing the following Resolutions, namely:—

1. "That the Directors be, and they are hereby authorised, to capitalise the sum of \$1,500,000 profits of the Company standing to the credit of the Company's Reserve Fund and to allot to the members holding shares of the Company as on the 1st day of July, 1928, in respect of the net amount capitalised fully paid shares of the Company of equivalent nominal value in the proportion of one share for every two shares of the Company then held by such persons respectively and that such shares so allotted shall rank for dividends as from the 1st day of July, 1928."

2. "That if, on such distribution as aforesaid, any person would be entitled to a fraction of a share, the Directors shall, in lieu of issuing fractional certificates, cause the whole share to be allotted to a person or persons to be named by the Directors and such share may, at such time as the Directors think fit, be sold and the proceeds distributed amongst the persons entitled to the fractions making up the share."

Dated the 8th day of March, 1928.

BY ORDER OF THE BOARD,
GIBB LIVINGSTON & CO., LTD.,
Agents.

CHURCH NOTICES.

First Church of Christ Scientist, Maedonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Substance" Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

St. Andrew's Church, Kowloon.

Sunday, 11th March, 1928, 3rd Sunday in Lent. 8.15 a.m. Holy Communion, 10.00 a.m. Children's Service, 11.00 a.m. Morning Prayer and Holy Communion: Preacher, The Vicar; Subject, "Joseph, the man of Integrity." 2.45 p.m. Sunday Schools, 3.00 p.m. Young Men's & Young Women's Bible Classes, 6.00 p.m. Evening Prayer: Preacher, Rev. H. A. Wittenbach; Subject, "Simeon of Speech." Tuesday, 13th March, 1928.

2.45 p.m. Mothers' Union. Wednesday, 14th March, 1928. 6.00 p.m. Evening Prayer & Address. Friday, 16th March, 1928. 6.00 p.m. Confirmation Class, 8.30 p.m. Social Evening arranged by Mr. P. Sands.

St. John's Cathedral, Holy Communion (Choral) 8 a.m. Matins and Litany and Sermon, 11 a.m. Preacher, the Dean Evenson and Sermon, 6 p.m. Preacher: the Rev. H. V. Koop.

Seventh Day Adventist Hall.—7, Duddell Street, Sunday night, March 11th, at 8.30 p.m., sermon given by Pastor Lyman W. Shaw, "The Seal of the Living God" What is it? (Hear the third Angel's Message). You are welcome.

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

NOTICE TO SHAREHOLDERS.

The Forty-fourth Ordinary Yearly Meeting of Shareholders in the above Company will be held at St. George's Building, Chater Road, Victoria, on Thursday, the 22nd March, 1928, at 11.30 o'clock a.m. for the purpose of receiving a statement of accounts and the report of the General Managers for the year ended 31st December, 1927, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Monday 12th March, 1928, until Thursday the 22nd March, 1928, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong 1st March, 1928.

THE HONGKONG ELECTRIC CO., LTD.

Notice is hereby given that the Thirty-Ninth Ordinary General Meeting will be held at the Company's Offices, P. and O. Building, on Friday, 16th March, 1928, at 12 noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1927, and electing Directors and Auditors.

The Register of Members of the Company will be closed from 3rd March, 1928 to 16th March, 1928, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
GIBB LIVINGSTON AND CO., LTD.,
Agents.

Hongkong, 24th Feb., 1928.

Know the Country you live in by visiting the 'CHINA' EXHIBITION at STANDEW'S HALL & GROUNDS, MAR. 28th, 29th & 30th.

MRS. MOTONO
HAND & ELECTRIC MASSAGE
No. 31B, Top Floor, Wyndham St. Hongkong.

LAMBERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY, the 14th March, 1928, commencing at 2.45 p.m. at No. 465, The Peak, Barker Road,
A Quantity of Valuable Household Furniture.

(Particulars from Catalogue).
On View from Tuesday, the 13th March, 1928.

Terms:—Cash on Delivery.
LAMBERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY, the 15th March, 1928, commencing at 2.30 p.m., at their Sales Room, Duddell Street,
A Valuable Collection of Curios.

Comprising:—
Five Coloured Vases, Blackwood Joss Table, Carved Lacquer Vases, Porcelain Table Screens, Crystal Ornaments, Jade Vases and Birds, Ivory Figures, Porcelain Flower Bowls, Plates, Bronze Gongs, Embroidered Mandarin Coats, Valances and Hangings, Chinese Hand Paintings, Lacquered Cupboards, Trunks, etc., etc.

Catalogues will be issued.
On View from Wednesday, the 14th March, 1928.

Terms:—Cash on Delivery.
LAMBERT BROS.,
Auctioneers.

Hongkong, 8th March, 1928.

CHINA AUCTION ROOMS.

6, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

F. V. M. R. de SOUSA.

MACAO RACES MACAO RACES MACAO RACES

SIXTH EXTRA RACE MEETING.

SUNDAY, 11th MARCH 1928.

FIRST RACE 1 p.m. SHARP.

Public Enclosure 40 cts.

Members Enclosure \$2.00.

RACE STEAMERS.

SUI AN Leaves Hongkong 8 a.m.

Returning from Macao 4 p.m.

TAISHAN leaves Hongkong 9 a.m.

Returning from Macao 5.30 p.m.

By order.

S. W. Cheng, Secretary.

Biswell, who has throughout the season shown brilliant form as an inside forward for "Charlton Athletic," was transferred to Chelsea in time to play for his new club against Clapton Orient. He has been one of the most sought after players in England.



OXYGEN
ACETYLENE
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M. J. E. GUILLOT, Manager.

POST OFFICE NOTICE

INWARD MAILS.

From.	Per	Due
Shanghai	Sunday	March 10.
U.S.A., Honolulu, Japan, Shanghai and Europe via Siberia	President Polk	March 10.
Straits	Yuen-sang	March 10.
Shanghai	Tean	March 11.
U.S.A., Honolulu, Japan and Shanghai	President Grant	March 12.
Calcutta and Straits	Namasang	March 13.
Shanghai	Sphinx	March 13.
Canada, U.S.A., Japan and Shanghai	Empress of Asia	March 16.

OUTWARD MAILS.

For	Per	Due
Saigon	Phum Penh	Sat., Mar. 10, 1.30 p.m.
Swatow, Amoy and Foochow	Haiyang	Sat., Mar. 10, 2 p.m.
Shanghai and Europe via Siberia	Shantung	Sat., Mar. 10, 2.30 p.m.
Port Bayard	Sun Sai Kai	Sat., Mar. 10, 2.30 p.m.
Amoy	Kwelyang	Sat., Mar. 10, 5 p.m.
Manila	Fres. Polk	Sat., Mar. 10, 5 p.m.
Sandakan	Mausang	Sat., Mar. 10, 5 p.m.
Bangkok	Chian Lee	Sun., Mar. 11, 8.30 a.m.
Swatow, Amoy and Formosa	Fozan Maru	Sun., Mar. 11, 9 a.m.
Bangkok via Swatow	Kingau	Sun., Mar. 11, 9 a.m.
Shanghai	Fulda	Sun., Mar. 11, 9 a.m.
Manila	Caladonia	Sun., Mar. 11, 9 a.m.
Swatow	Hydrangea	Mon., Mar. 12, 2.30 p.m.
Amoy	Suiyang	Mon., Mar. 12, 4.30 p.m.

Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America, Europe via San Francisco and Europe via Siberia

Holhow, Pakhoi and Haiphong
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles

Registration 12th 5 p.m.
Pres. Jefferson Tues., Mar. 13.
Registration 8.45 a.m.
Letters 10.30 a.m.
(Due San Francisco 6th April).
Menado Maru Tues., Mar. 13, 8.30 a.m.

Registration 10 a.m.
Letters 10 a.m.
G. F. O.
Registration 11.45 a.m.
Letters 12.30 p.m.
(Due Marseilles 13th April).
Fook Sang Tues., Mar. 13.

Swatow, Amoy and Foochow
Manila
Swatow
Java via Sourabaya
Shanghai
Amoy
Japan
Straits
Manila, Australia and New Zealand
via Thursday Island

Registration 1 p.m.
Letters 1 p.m.
Hai Ching Tues., Mar. 13, 2 p.m.
Fres. Grant Tues., Mar. 13, 4.30 p.m.
Yat Shing Tues., Mar. 13, 5 p.m.
Tjillwong Wed., Mar. 14, 2.30 p.m.
Ning Po Wed., Mar. 14, 2.30 p.m.
Amoy Wed., Mar. 14, 5 p.m.
Anyo Maru Thurs., Mar. 15, 10.30 a.m.
Cremes Thurs., Mar. 15, 10.30 a.m.
Parcels Mar. 16, 5 p.m.
Taiping Fri., Mar. 16.

Registration 0.45 a.m.
Letters 10.30 a.m.
(Due Thursday Island 27th March).
Aki Maru Fri., Mar. 16, 9.30 a.m.
Halhong Fri., Mar. 16, 9.30 a.m.
Shinkang Fri., Mar. 16, 5 p.m.
Tean Sat., Mar. 17, 10 a.m.
Emp. of Asia Sat., Mar. 17, 3.30 p.m.

Kashmir Sat., Mar. 17.
K. P. O.
Parcels Mar. 16, 4.30 p.m.
Registration Mar. 17, 9 a.m.
Letters Mar. 17, 10 a.m.
G. F. O.
Parcels Mar. 16, 5 p.m.
Registration Mar. 17, 9.45 a.m.
Letters Mar. 17, 10.30 a.m.
(Due Marseilles 14th April).

*Correspondence bearing vessel's name only.

LIGHT AEROPLANES.

ITALY FOLLOWING ENGLAND'S EXAMPLE.

Italy is following England's example by encouraging, by every means in its power, the development of the light aeroplane and of private and club flying.

A competition for light aeroplanes is to be held there during the summer, and an order has been placed with A.D.C. Aircraft Limited, for British-made Cirrus light aeroplanes to fit in some of the competing machines which are now being built.

In England the idea of the light aeroplane was first formulated by Sir Geoffrey Salmond and Sir W. Sefton Brunker. There are now thirteen Government-assisted flying clubs and one unassisted club. There are also a number of small clubs in the R.A.F., such as the Cranwell and Halton clubs.

£50 is given by the Government for every "A" pilot's licence secured by a member trained entirely by the club, and £10 for every "A" licence maintained. One hundred and fifty new pilots have been provided this year, and during the whole time the clubs have been operating there have been only two fatal accidents.

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THE MAGIC FLYING BOAT.

A SHOCK FOR PRIMITIVE
INDIA.

Bombay. The R. A. F. flying boats have come and gone, but not without leaving a trail in the life of many a sleepy village. To village Indians, little conscious of modern progress, the aeroplane has come as a revelation and a miracle. The effect on the inhabitants of Trivandrum, in South India, is quaintly but vividly described by a native correspondent, who writes as follows:

"It was ten o'clock in the morning when the people of the town abruptly became aware of something whirling aloft in the air. Some fancied that half a dozen motor-lorries, as if in virtue of some hitherto unused soul force, had risen above gravity and were rolling in bombastic exaltation along a metallised air-road. Others with less imaginative power feared that some lawless sea-waves had risen into the air to feel what it would be like to fly and to awaken somewhat rudely the placid folk from their snug security into the bargain. Practical people, absolutely unassailed by imagination, simply refused to lift their eyes, thinking that it must be some untamed 'road-hogs.' I must own that I was too deeply involved at the time in the evolution of an intricate sentence to hear the noise at all. But one of the flying boats came just above the roof to dispense me from the task.

To Paradise.

"As I was hastily getting out of my room I saw my grandmother in the act of pious genuflection. As at this time of the day such exhibitions of piety were unusual with her, I asked her what the matter was. I should like to tell the reader that my grandmother is 75 years old and has been living all the time in the magic, perhaps epic is the word, age of India's past. She told me in sublimated accents that four heavenly cars were descending on the earth to bear bodily to Paradise the good and pious people of the place. There was no hint of any surprise in her words. It was all as it should be. These cars had come before to convey the right sort of people to that place.

"My envy of her was inexpressible. I, however, managed to look up and saw the four boats flying in the direction of the south. Later on in the evening when I went out for a turn I noticed a certain twinkle of spiritual upliftment in every face I happened to see. Everyone in Trivandrum is, indeed, nearer to heaven to-day than they ever were. I also heard knots of whispers here and there about the visible glory of the British Empire."

HARD TIMES FOR THE GIPSY.

FINGER-PRINTS AND
IDENTITY BOOKS.

The proverbial freedom of the gipsy will soon receive another crushing blow, for every man and woman in Germany describing him—or herself—as a gipsy is to have a fingerprint taken and sent to the special Gipsy Police Office at Munich which attempts to exercise a certain measure of supervision over the wandering Romany colonies of all the German Reich.

As in this country, the genuine gipsy is outnumbered by tramps, beggars, fugitives from justice and, so forth, who find the life a sort of pleasant substitute for joining the Foreign Legion, as a gipsy of dissatisfaction with Society. The German gipsies have steadfastly refused to carry personal papers, or bother about birth, marriage and death certificates. The new measures, however, are expected to bring them to heel.

In Japan there is deep unrest among the professional beggars, who are nearly as closely organised as those in China, where the fraternity is handed together in formal Guilds, over the precedent set by the Tokyo police, who have decided to prohibit the use of miserable-looking children as lures to snare the contributions of the kind-hearted. If such of these children as are not merely hired for the day but are actually their own are compulsorily sent to State-conducted Homes, they declare that there will no longer be anything in the business.

Mussolini's Veto.

Italy and Sicily, which used to be the worst places in the world for professional beggars, have experienced a miraculous change, since Mussolini abolished their occupation, by scribbling his signature to an edict, even as he abolished the greasy mendicant-organ-grinder abroad who, too, so notably impaired Italy's dignity in foreign estimation.

Mexico is now following Italy's example and proscribing professional beggars. They proved such a pest in Mexico City last month, at Christmas time, that President Calles gave outspoken orders to the police to abolish them. A large number of arrests were made, and orders were sent to all provincial authorities to put an end to the constant pestering of passers-by.

Czechoslovakia, too, has been dealing with the nuisance. Prague introduced last winter an interesting system whereby the charitably inclined bought metal discs from the city authorities and gave a disc instead of a coin to the mendicant, who then took this disc to a group of courteous and sympathetic (though not soft-hearted) social workers, called the Welfare Committee, who gave food, clothing, advice, and work. The interesting discovery was made, however, that far more discs were given to persons accosting the passer-by for alms than were ever brought to the Committee, clear proof that most of the tales of woe were bogus. The Czechoslovak Government was reported last summer to be drafting very comprehensive and drastic measures for the control of roving gypsies and vagrants, including the taking of fingerprints, the provision of identity books, and the registration of firearms. I have not heard, however, that the Bill conferring these powers on the authorities has yet been passed.

Lands for the Tramp.

Morocco and Russia are almost the only countries in this part of the world where the tramp is still a quite respected and self-respecting member of society. So simple is the standard of living in Morocco that it is very difficult to explain to a native the difference between being a tramp and going for a walking tour. The tramp needs only coffee and the simplest food, and this he can always obtain from his hosts in the next village by gifts of wild fruit picked as he goes along. In Siberia and Russia the tramp enters a shop, and walks up to the counter. The nearest assistant glances at him and hands him a farthing. He goes. No word is spoken. The inevitable routine of the transaction is taken for granted.

Berlin, Feb. 5.—After an all-night vigil in the Bavarian woods, Johann Hein, the bandit, has been captured. A human ring had had been drawn around him, and gradually tightened throughout Thursday night. Cold, hungry, disheartened, the highwayman managed to slip early yesterday through the ranks of his pursuers. At the nearest village, however, he was challenged by the gendarme, and, after slight resistance, was captured and disarmed of his last pistol and fifty-six cartridges. A farm labourer held up in Thuringia by a village policeman who mistook him for Hein, ignored his call to stop, and was shot down.

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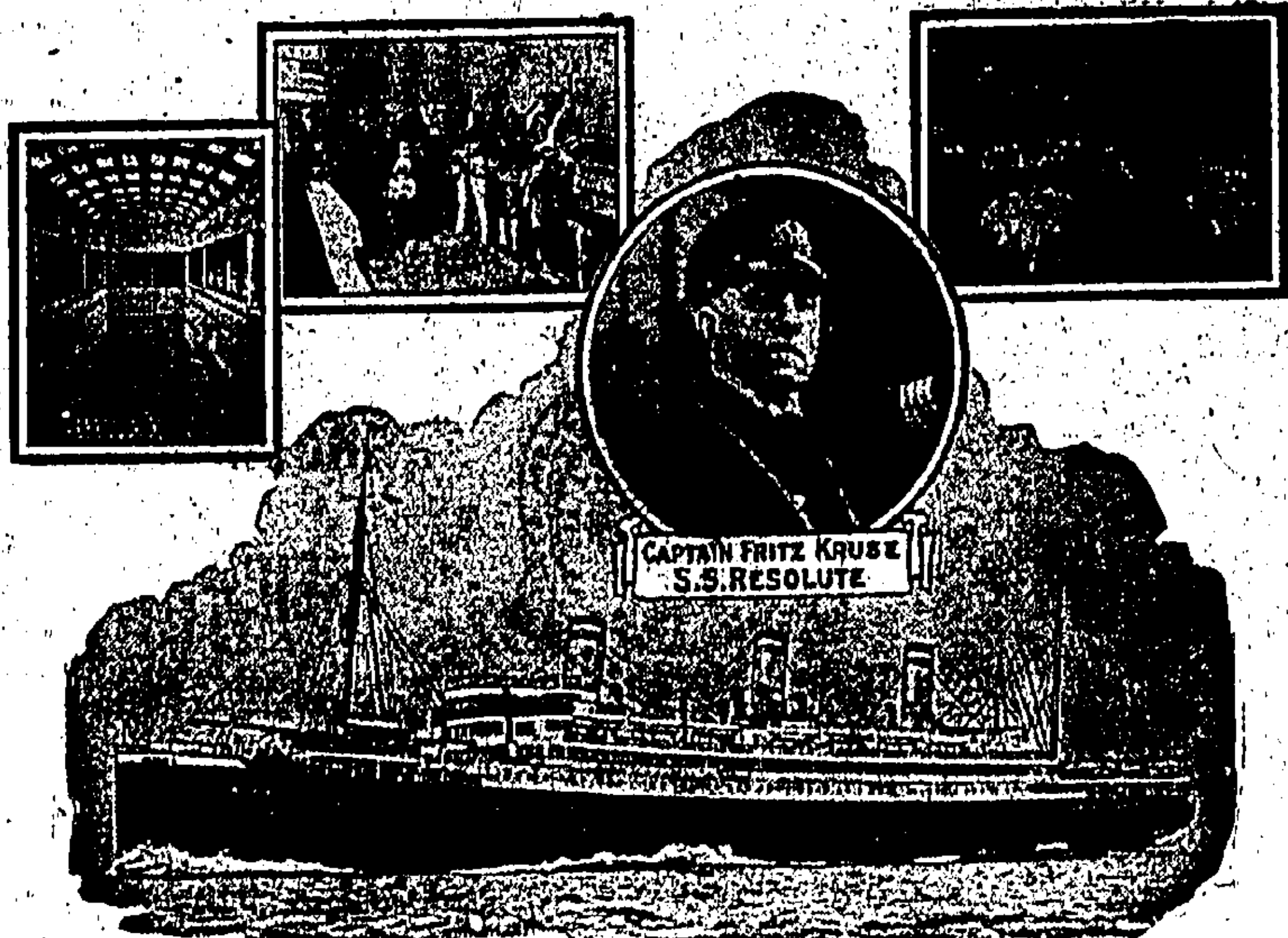
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WOODROW WILSON.

MEMORIES OF CYCLING TOUR IN BRITAIN.

The detailed biography of the American President Wilson (written by Ray Stannard Baker), covering the earlier period of his life down to 1910, tells how, in his earlier years, Mr. Wilson attained academic distinction and held a minor professorship at Bryn Mawr College for Women with a salary of only £300 a year.

He went on to Princeton, where, so late as 1900, his wife had to be so careful of money that "in one year the four largest items of her clothing cost only \$3."

Many people, no doubt, supposed when Woodrow Wilson came to Britain after the war that it was the first time he had ever set foot in England, whereas twenty years before he had ridden on his bicycle all about the country, and had probably seen more of it than most Englishmen.

His rides are described, chiefly in his own words—Here I am, writing by candlelight in a quaint inn at the heart of the Shropshire country (the Woolpack at Warwick on July 5, 1893).

My heart burns with a keen remorse, he adds, that I should be here without you (his wife) in this inexpressibly beautiful region, where England is to be seen looking as I had dreamed it would look, and where memories crowd and haunt so as to fill the mind and heart to overflowing.

"Bleak" Scotland.

He speaks of "this exquisite land" after "bleak" Scotland, and a few days later he writes:—

We "lay" last night in Woodstock, partly for the name of it, partly because we wanted to sleep at a quiet country inn. We reached here (Oxford) about lunch time to-day, and have had only the afternoon to look about us, but, dear me, a mere glance at Oxford is enough to take one's heart by storm.

He says, curiously enough, that he has seen as much in England that made him feel alien as made him feel at home. And, he goes on, have been made, on the whole, to love America more, rather than less, for all England is so bonny and so full of treasure for the mind and fancy. But Oxford! Well, I am afraid that if there is a place for me here Am. would see me again only to sell the house and fetch you and the children—and yet I have not seen a prettier dwelling than ours in Eng.

At St. Giles.

His journey began at Glasgow. He went to the service in St. Giles' Cathedral in Edinburgh with a regiment of Highlanders, "did the Trossachs and Burns" country, looked for his grandfather's church in Carlisle, and plucked a flower from a wall near Wordsworth's cottage at the Rydal Mount.

English girls, he tells his wife, when they are interesting, are unmistakably very attractive creatures. American girls have a great and obvious superiority in beauty, figure, style, grace, and a sort of effectiveness, but English girls are, I should judge, as a rule, sweeter and easier to love in an intimate domestic fashion. When they get beauty, too, they are very dangerous.

The story of Woodrow Wilson's courting is charmingly told in the first volume. Mrs. Wilson—whose devoted nursing of the President during the distressing illness is so well remembered—was Miss Ellen Axson, a daughter of the Manse in the Southern State of Georgia.

Fast and Furious Courtship.

Wilson first saw her in church, and after the service secured an introduction. It was a fast and furious courtship; there were long walks and longer talks, and "boat rides" and picnics. Wilson "could not keep away," he "had to call every afternoon."

Among the five tons of documents, numbering about 250,000, which Mr. Stannard Baker has had to handle, were some 1200 that passed between Woodrow Wilson and his wife, beginning in 1883, and continuing for 30 years.

To the end they were love letters. He was never away from home more than a day without writing to her, the biographer records, writing often at great length, and the first thing he did upon his return from a journey, no matter how short, was to sit down and write "Ellen" a full account of it.

Mrs. Wilson influenced his life at many critical moments. To an extraordinary extent she protected him, guided him, established the environment in which his intense nature could best function. "I am the only one who can rest him," she told a friend. "My salvation," he once told her, "is in being loved."

MISSING CHILD FOUND.

BRIDGET LEHMANN PRODUCED IN COURT.

Bridget Margaret Lehmann, for whom a widespread search followed upon an order made by Mr. Justice Hill, was produced before his Lordship in the Divorce Court recently. She had been found at a school in Lille and brought back.

She is the eight-year-old daughter of Mrs. Joyce Lehmann, of New House, Polstead, Suffolk, who had applied for an order against her divorced husband, Mr. H. M. T. Lehmann, to attend court with the child, it being alleged that he had taken the girl away from her school at Court Malvern.

Mr. Bucknill (for Mrs. Lehmann)—it appears that the child was taken from Tilbury to Dun-kirk and from there to Bethune and thence to Lille, where she was deposited in the school Lycee Fenechon. The husband then went to Antwerp and pretended to go to Cologne. But he went to Flushing and then came back to Lille.

If it had not been for the help of Mr. Gurney, the British Consul at Lille, and his staff, who rendered most valuable assistance in carrying out your Lordship's order, the assistance of Mr. Frank Wynt, the inquiry agent, who day and night tried to find the child, and the publicity given in the Press, I do not think we should have ever got this child back.

Restored to the Mother.

On behalf of the husband, Mr. Harold Simmons said that according to his instructions the husband was unaware of the Court's order, which had not been served on him. The first knowledge that he had of it was due to the publicity which had been referred to.

As soon as the matter came to his notice he voluntarily yielded up the child. "I wish," added Mr. Simmons, "to express his contrition and sincere apologies for the events that have happened."

Making an order against Mr. Lehmann to pay the costs of applications made to the Court after the girl's disappearance and the expenses incurred in tracing and recovering the girl, Mr. Justice Hill said: "We were all doing the best we could to trace the child."

The Judge ordered the girl to be restored to the custody of her mother.

Crook Town F.C. have made allegations regarding the payment of players by amateur clubs in the north-east of England, and the English Association have asked for documents.

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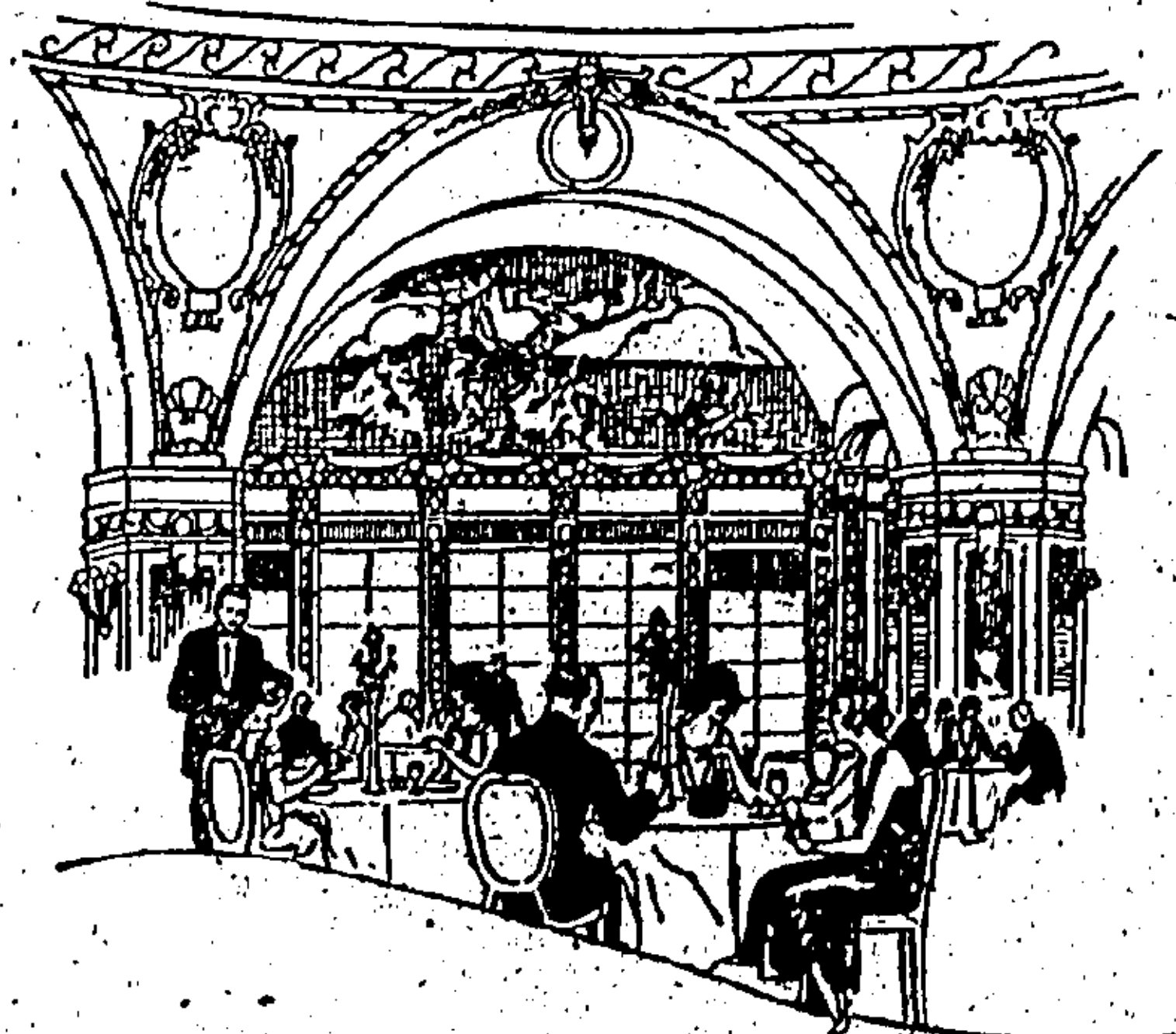
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- 4742 {When Day Is Done
Broken Hearted
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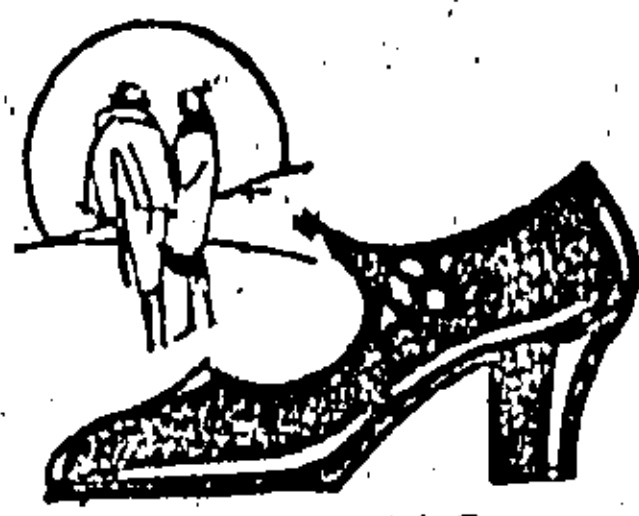
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WINCHESTER TORN
BY DISCORD.ANCIENT CUSTOM IN
JEOPARDY.

HIGHER PAY LIKELY.

Winchester, Feb. 2.
A sudden wave of alien discord
has surged across the harmonious
sea of relationship which has
existed for centuries untroubled be-
tween the City Fathers and the
humbler citizens here; for the
City Fathers have sought to de-
part from ancient custom, and the
citizens are in revolt.

The point at issue is whether
the salaries of the Corporation
officials should, in any con-
tingency, be raised above the max-
imum allotted at the time before
the appointment. The citizens
debated fiercely at the meeting of
the City Council this morning,
and a moral victory at least was
won by them.

The question of principle is the
topic of the hour in Winchester,
and more will yet be heard of it.
Already it has troubled the city's
peace for a fortnight.

It was raised when the City
Council met in January to dis-
cuss whether or not the City
Accountant's salary should be
raised from £600 to £800 a year.
The question was brought up by
the application made by the Ac-
countant. The City Fathers
fought stoutly for the Account-
ant, arguing that since he took
office he had worked with excep-
tional zeal, and, further, that
various responsibilities conse-
quently thrown upon him had
greatly increased his work.

To this reply was made by
Councillor Dickinson and others
that the City could not afford
such salaries no matter how well
its servants worked, and that the
total of the New Year increases
of emoluments proposed was
£770, equal to a penny rate. Fi-
nally it was decided by 12 to 9
that the increase should be granted.

A Bombshell.

A week later a mass meeting of
citizens was held by the National
Citizens' Union, of which Colonel
H. D. Ross, himself a Councillor,
is secretary. Here the City Coun-
cillors were severely taken to task
and charged with unpardonable
extravagance.

A bold defence of the Council-
lor's action was made. In reply,
by Alderman A. Edmeades a few
days later, and it was thought
that the matter would be allowed
to drop. But when the Council
met this morning it found, to its
astonishment, that the City
Librarian had applied for an in-
crease of salary from £300 a year
to £350 by yearly increase of £10,
so the Council took sides again,
and a vehement debate followed.

"When the Librarian accepted
the post did he release that the
salary would be £300?" was the
question asked of the Chairman
of the Museum and Library Com-
mittee, who sought to obtain the
increase.

"The committee recommend the
raising of the maximum," he re-
plied, "because they feel justified
by the work of the Librarian. He
has been here for six years, and
his work has increased by 60 per
cent."

When it was realised that the
arguments in this case were the
same as those used on behalf of
the City Accountant, Councillor
Simpkins was moved to make a
stinging retort.

"Our library at the present time
is not a library," he declared
contemptuously. "It is only an
apology. The Southampton Li-
brarian is only getting £525 a year,
and he has four libraries to
superintend into any one room of
which our library would fit."

Citizen's Party Wins.

"When will the end come to this
raising of maximums?" asked
Councillor W. J. Lansdell in de-
spair, and he went on to expound
the "iniquity" of the proposition

CONTROL OF IMPULSE.

EARL RUSSELL & THE STRAW-
BERRIES AT CHELSEA SHOW.

Can all persons control their im-
pulses?

This was one of the questions
raised at the Royal Institute of
Public Health by Dr. Nathan Raw,
in a lecture on "Medico-Legal Pro-
blems of Lunacy," Earl Russell pro-
siding. The answer to the ques-
tion was an emphatic negative.

As an illustration, Dr. Raw quoted
the case of two public schoolboys
who had been sent to work on a
farm. They lived in the same
bungalow, and were on good terms.
One, returning one day from town,
found his friend in bed, stabbed
him to death, and when asked if
he was sorry said "No," because
an impulse told him to kill.

Another case was that of Dod-
well, who in 1878 attempted to
shoot the then Master of the Rolls,
and was sent to Broadmoor. He
found an excuse to see the Superin-
tendent, concealed a stone in his
hand, and fractured the
Superintendent's skull. Here one
was dealing with two extraordi-
narily difficult problems of absolutely
uncontrollable impulses.

Dr. Raw, referring to the com-
mon belief that there were many
persons in lunatic asylums who
ought to be outside, said: "I have
never found a single person in an
asylum who ought not to have been
there."

In this country there were be-
tween 130 and 140 thousand cer-
tified people; and this, for the popu-
lation, was a very moderate per-
centage. The recovery percentage was
76 per cent. of admissions, and the
chief permanent cause of lunacy
was heredity. Nothing could be
worse than the inheritance of a
strain of insanity, and therefore,
the marriage of persons having a
strain of insanity should be dis-
courage.

Earl Russell drew attention to
the danger of admitting an un-
controllable impulse as a valid defence
in law. He had himself, he said,
an almost uncontrollable impulse to
eat the beautiful strawberries that
he saw year after year at the Che-
lsea Show, but he did control that
impulse, and he felt that there
should be some means of inducing
people to exercise control.

and the hardships of the rate-
payers.

As the debate proceeded it be-
came known that since the Libra-
rian had taken his post he had
become a pensionable official, and
that this was tantamount to an
increase of salary.

A final plea for the City Libra-
rian was made by Alderman
Forley. He insisted in the name
of equity that the increase must
be granted, because (a) the
Librarian's volume of work had
been vastly increased and (b)
his work was so markedly efficient.
Then came the shattering blow,
when an appeal to ancient custom
was made by Councillor W. Hay-
ward, ex-Mayor.

"It used to be an axiom of the
City that the maximum salary of
its officials should never be
raised," he declared with an em-
phatic gesture, "and that the am-
bitious official must move on to
better himself to a city more fitted to
pay him the salary he requires.
Why cannot we return to this
axiom?"

Another brief speech and the
Council divided. For a moment
there was suspense while the
Town Clerk counted the show of
hands with meticulous care. Then
it was realised in a flash that the
City Fathers had lost the day.

The vote against the increase
in the City Librarian salary 14
and for the increase 9.

I am assured, however, on the
best authority that this trouble-
some question will soon arise
again, for still more city officials
are contemplating applications
for increases of salary, and pos-
sibly next time the City Fathers
may regain their time-honoured
supremacy.

'EMMA' KISSED THE
DUKE.AMUSING INCIDENT AT
COSTERMONGERS' BALL.

The heroine of the hour in Chapel
Street Market, Islington, recently
was Mrs. Emma Palmer, a rosy-
cheeked wardrobe dealer, who kiss-
ed the Duke of York at the coster-
mongers' ball at Finsbury.
For thirty years "Emma"
has been a popular character in the
Market. To-day she was famous,
and hundreds of women shoppers
crowded round her stall to offer
congratulations.

"You'll be in the Royal Family
soon, Emma," jocularly shouted an
orange seller. "What about
having 'By Royal Appointment'
over the stall?" asked another.

"Well, I might even do that,"
confessed Emma to a Press As-
sociation representative. "It's the
first time I've kissed Royalty, and
I don't mind saying I enjoyed it."

"I had been dancing at the ball,
when somebody said jokingly, 'Why
not kiss the Duke Emma?' Well, I
was feeling a bit frisky, so I jump-
ed on to the platform, shook hands
with the Duke, and kissed him. He
seemed a bit surprised, and then he
nearly split his sides with laughing.
And so did the Duchess. It was
like kissing one of my own boys."

"The Duchess—a grand little
lady—was sitting a little distance
away, and if I had the chance I'd
have kissed her too. The Duke is a
fine young fellow."

"I had a great time at the dance,
and during the evening I kissed
Lord Lonsdale as well. He laughed
heartily, and seemed to enjoy it.
Another of our stallholders, Mrs.
Grainger, had a dance with Lord
Lonsdale."

Mrs. Palmer, besides carrying on
business in the Market, has a ward-
robe shop at Wynfield Road, Isling-
ton.

FASCISTS ABROAD.

MUSSOLINI'S REGULATIONS
FOR CONDUCT.

Rome, Feb. 4.
Signor Mussolini has issued a
decree regarding the position of
Italians abroad. The first para-
graph of the decree lays down the
following: (1) That Fascists liv-
ing abroad must observe the laws
of the country in which they are
staying; (2) they must not take
part in the internal life of that
country; (3) they must not provoke
disturbances in Italian circles, but
must strive to settle them; (4) they
must give an example of public and
private integrity; (5) they must
respect representatives of Italy
abroad and obey their instructions;

(6) they must defend the Italian
ideal, past and present; (7) they
must collaborate in relief work for
the benefit of needy Italians; (8)
they must observe abroad the dis-
cipline that is observed at home.
Other paragraphs deal with the
Fascist organisation, the jurisdic-
tion of the General Secretariat,
penalties, &c.

AEROPLANE CONTROLS

RUDDERS TO AID MANOEUV-
RING OF GIANT MACHINES.

Feather-light controls, which en-
able a pilot to manoeuvre huge
multi-engined aeroplanes by the
slightest touch, form the subject
of a report just issued by the Aero-
nautical Research Committee of the
Air Ministry.

To the main rudder of the aero-
plane a small auxiliary rudder is
attached by means of two arms.
The pilot moves this small servo-
rudder, which requires scarcely any
strength, and it in turn exercises
a powerful leverage on the main
rudder.

The chief advantage of this
system, the report states, "over
the ordinary methods of balancing
is that large movements of the main
rudder can be obtained by the ap-
plication of small movements about
the servo-rudder hinge without
danger of over-balance."

OUR DAILY TALK ON
HEALTH.ABILITY TO OBSERVE
CRITICALLY.

WARNING TO PARENTS.

One of the primary factors of
the scientific mind is the ability to
observe critically, or, in other
words, actually to see when one
looks. This involves not only look-
ing, but knowing what one is look-
ing for.

Few parents are able to observe
their children critically, scientifi-
cally, or objectively. The ability
to see comes with practice.

In one of the mental tests, a per-
son looks at a group of objects
scattered about on a table for one
minute, and then after being away
for five minutes, attempts to write
down the number and the names of
the objects seen. With practice,
one becomes able to name more and
more of the objects seen.

Signs of Growth.

In observing the child, the
mother should look for indications
of growth and development and not
for imperfections and irregularities.
It is easy to pick flaws and
blemishes. It is more important to
discover progress and to encourage
it.

Encouraging progress is likely
to cause the disappearance of some
character traits that are not con-
sidered progressive. True per-
spective comes only with seeing
the child as a whole and not with
viewing protuberances or exag-
gerations.

Some things are essential and
others rather irrelevant. Occa-
sionally, a child will repeat a
naughty word heard on the street.
Emphasis on the word is likely to
cause repeated usage; disregard
may result in abandonment.

Smartaleckness.

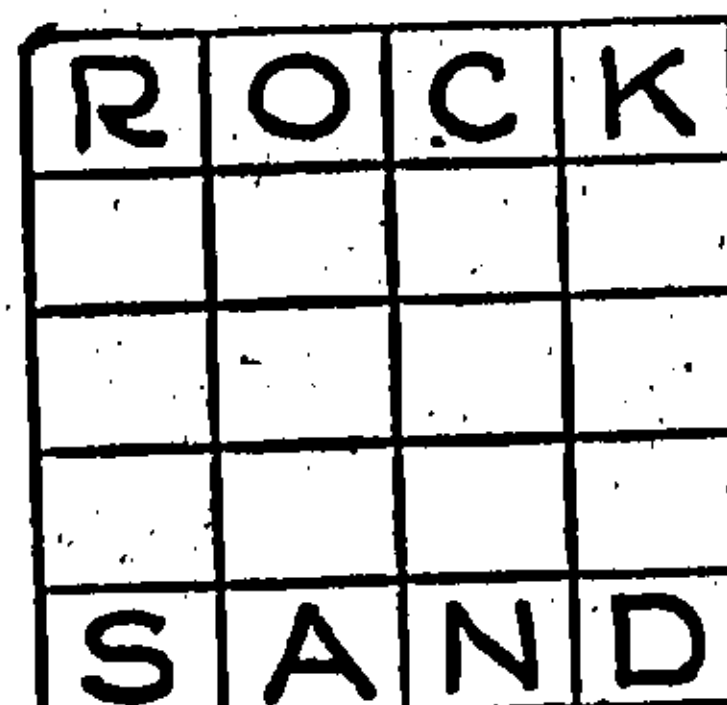
Some of the traits that are much
admired in a small child eventually
develop into traits in adult life that
are odious. A five or six-year-old
girl who makes a pert or smart re-
ply may be considered cute; the
same reply made when the child is
fourteen years of age is likely to re-
sult in punishment.

To much encouragement of
smartness in the young child in-
variably results in continued smart-
ness or may be called "smartaleck-
ness" in later life.

Self-dependence, aggressiveness,
stubbornness and slowness are
traits capable of modification un-
der careful observation and study.
But it should be emphasized again
that the observation must be ob-
jective and intelligent, not merely
blind study and approval.

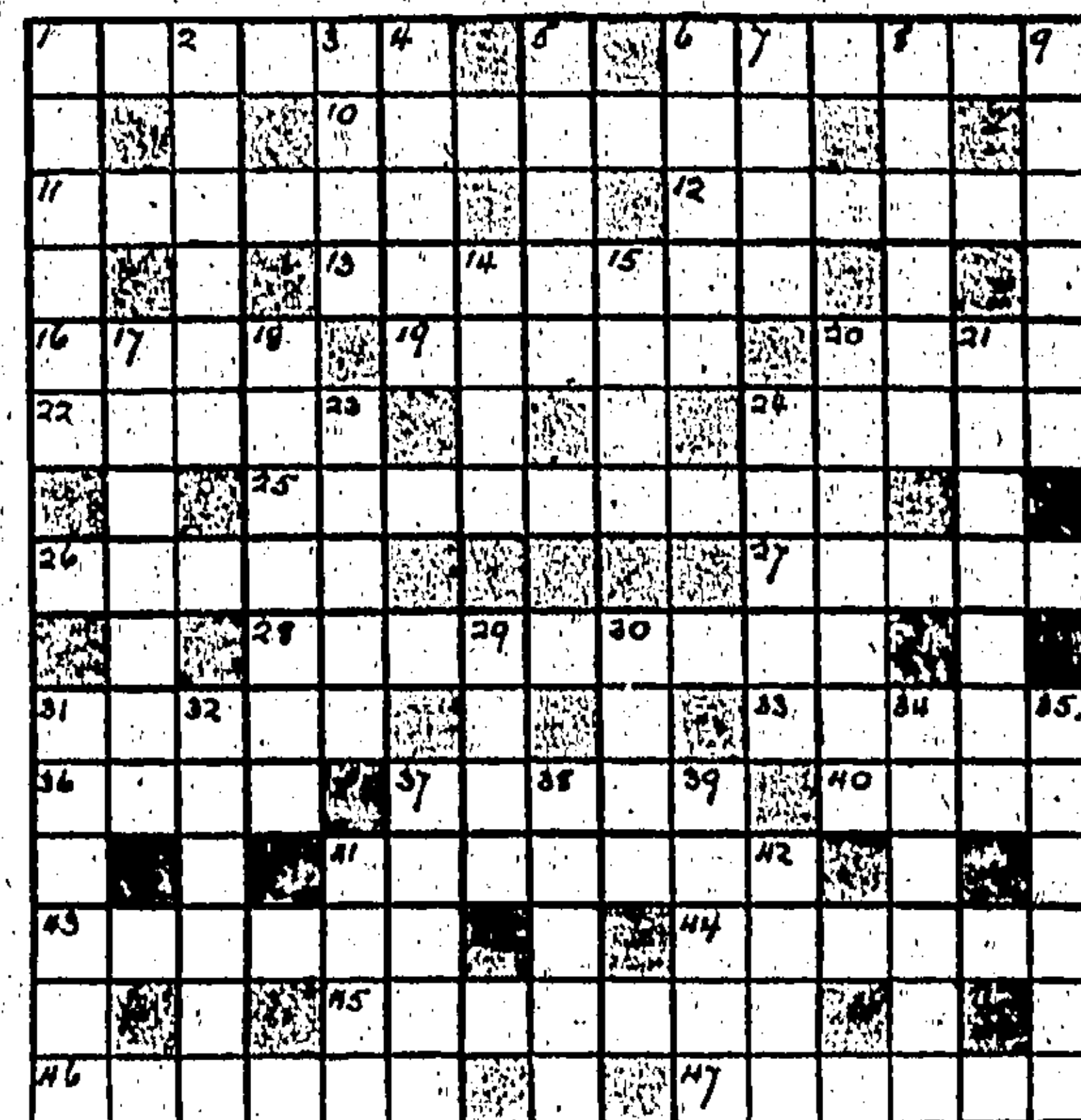
LETTER GOLF.

To change ROCK to SAND in
three strokes, Letter Golf fans will
need big sticks.



1—The idea of letter golf is
to change one word to another
and do it in par, a given
number of strokes. Thus to
change COW TO HEN, in
three strokes, COW, HOW,
HEN, HEN.
2—You can change only one
letter at a time.
3—You must have a com-
plete word, of common usage,
for each jump. Slang words
and abbreviations don't count.
4—The order of letters can-
not be changed.
One solution is printed on
another page.

OUR CROSSWORD PUZZLE.



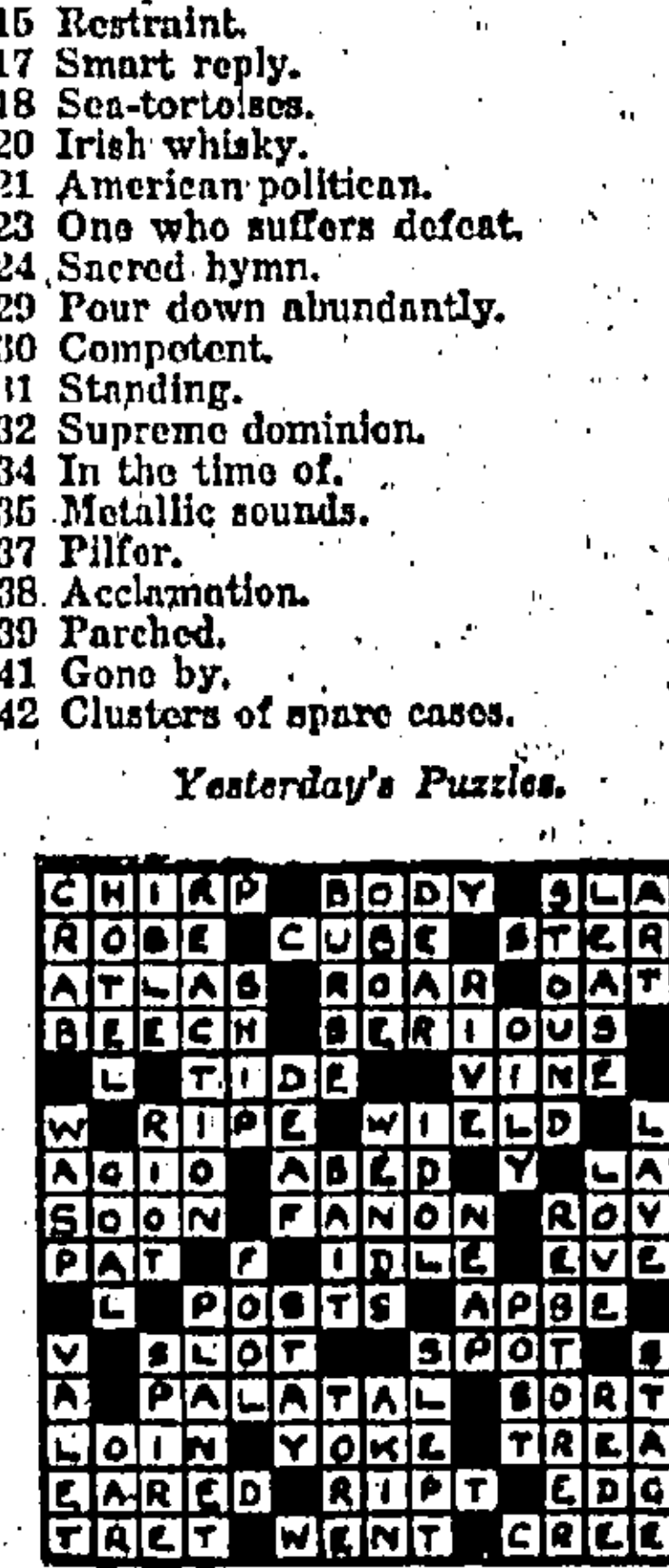
Across.

- Emblem.
- Sensor.
- Art of handling troops.
- Top.
- Instrument for enlarging holes.
- Furnished with cedars.
- Formerly.
- Governor.
- Puzzle.
- Mew.
- Examined attentively.
- One addicted to routine.
- Gates.
- Perfume.
- Capable of receiving knowledge.
- Direct.
- French red wine.
- Bolter.
- Scops.
- Indent on the edge.
- Nippers.
- Characteristic of a tribe.
- Pertaining to Ionia.
- Exoner.
- Scabbard.
- Songs of grief.

Down.

- Regular method.
- Plant with yellow flower.
- Relating to the car.
- Slower.
- Thievo.
- English square measures.
- Employed.
- Loose from anchorage.
- Fostered.

Yesterday's Puzzles.



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Ladies' Salon.



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NON-CONDUCTOR OF ELECTRICITY

TYPES for MOTOR CARS, INDUSTRIAL AND ALL ESTABLISHMENTS.

RELIABLE and EFFICIENT.

KELLER, KERN Co., Ltd. 16/19 CONNAUGHT ROAD, C.

BIRTH.

GUEST.—On 9th March, at 225, Nathan Road, to Mr. and Mrs. A. E. Peveril Guest, a son—George William Peveril.

The Hongkong Telegraph.

SATURDAY, MARCH 10, 1928.

DOMINION STATUS.

A point of considerable importance was raised in the South African Assembly by Mr. Hertzog when he urged the right of any British Dominion to remain neutral in the event of Britain becoming involved in war. Declaring that each State of the Empire was now master of its own destiny, and the sole judge of the extent of its co-operation within the Empire, Mr. Hertzog asserted that, both by law and equity, the Dominion's right of neutrality could not be rejected. In putting forward these views, the South African Premier was, of course, stating the facts, for there cannot be any question of coercion as between the various members of the Imperial family of nations. All the same, we feel that General Smuts adopted a far better attitude when he commended the Assembly members to avoid all occasions where the question of neutrality could possibly be raised, preferring to regard the question as a purely academic one.

It is, of course, important that there should be no ambiguity as to the status of the various Dominions. Prior to the Imperial Conference of 1926, the position was by no means clear, but as the result of the study of the whole question of inter-Imperial relations by a special committee appointed by that Conference, a clear statement of how the Dominions stood in relation to the Mother Country was issued. The Earl of Balfour was the chairman of the Committee, the recommendations of which were unanimously approved by the Conference. Without attempting to lay down a Constitution for the Empire, the report of this Committee emphasised that Great Britain and her self-governing Dominions were "autonomous communities within the British Empire, equal in status, in no way subordinate one to another in any aspect of their domestic or external affairs, though united by a common allegiance to the Crown, and freely associated as members of the British Commonwealth of Nations." Those words make it perfectly clear that the point which Mr. Hertzog has raised

is fully covered by the understanding unanimously endorsed by the Imperial Conference. On the question of foreign affairs generally, as in the sphere of defence, the Conference recognised that the major share of responsibility must for some time continue to rest with the Home Government, but it was specifically stated that neither Great Britain nor the Dominions should be committed to active obligations without the definite assent of their own Government.

On the eve of the last Imperial Conference, it was feared in some quarters that difficulty might be experienced in reconciling the principle of self-governing for the Dominions with the necessity of a foreign policy of general Imperial scope, but, thanks to the deliberations of the Balfour Committee, it was found possible to arrive at a definition of joint and individual status which was satisfactory to all concerned. And it is on that basis that the affairs of the Empire are now conducted. Even if Great Britain were to entertain such a foolish notion as to attempt to drag any one of the Dominions into a dispute against its will, the policy would soon react on the Mother Country with disastrous effects. But there never has been, and never will be, any questions of such shortsightedness. Never in the history of the Empire have its component parts been more closely welded together in the bonds of understanding and co-operation than is the case to-day. Very free consultation takes place on all matters of joint concern to the Imperial family. So, whilst Mr. Hertzog, in talking of the right of any Dominion to remain neutral, is merely re-stating what we all know to be the case, his over-emphasis of the point smacks rather of flogging a dead issue.

Mechanising The Army.

The edict which recently went forth from the War Office abolishing lances as a weapon of war will not debar the breaking of one or two in the army itself on the question of the mechanising of cavalry regiments. We are very much inclined to doubt if the Death's Head Hussars would welcome as a privilege, if chosen, an exchange from their spirited chargers and the air of the stables to a garage of more smelly armoured cars, and whether the right to retain intact their privileges and (then doubtful) identity as a regiment of cavalry of the line would be felt to bestow sufficient compensation. It is not that the necessity for the modernisation of the Army's organisation would go unrecognised, but we cannot conceive keen competition between the various cavalry regiments to be the first to pass through the revolution. Ancient tradition has created the pride felt by Britain's famous regiments in their status and the pride in turn will create the prejudice against machine horse-power. Sir Laming Worthington-Evans, the Minister for War, recognised the difficulties of adapting the spirit of the army to new conditions, without depriving our troops of the splendid and invaluable esprit de corps which has always been a marked feature of the British Army, but he left no room for doubt of the determination of the British authorities to keep abreast with the times. In the course of his address to the House in connexion with the Army Estimates, the Secretary for War went deeply into the subject of the mechanising of military units to increase their mobility and enable them to strike at a possible enemy with the maximum speed and effect. The results of the Tidworth manoeuvres were immensely satisfactory, proving conclusively that the theories of military observers were justified. Big steps in carrying into effect the conclusions reached as the result of those experiments, have already been made, and it was announced that further progress is intended in the coming year, the reduction of the Estimates by over £500,000 notwithstanding. To consider once again the destination of the cavalry regiments, aeroplanes have literally and figuratively passed over their heads in the field of reconnaissance, and however reluctant one may be to see the passing of brilliant spectacles such as are frequently provided by these once so indispensable regiments, it is certain that in a decade, the majority of them will have to be sacrificed. War is a grim business, and should another great catastrophe befall us, then, more than at any other time, must romance give way to utility.

DAY BY DAY.

YOUTH IS INVARIABLY PRESENT IN THE OLD AGE OF A GREAT MAN. HIS NEVER COMPLETELY LOSES LIFE'S FIRST ELIXIR.—Professor Harris-Bickford.

The P. and O. s.s. Malwa, from Hongkong arrived in London on the 8th March at 11 a.m.

Yesterday's health return shows two cases of small-pox and one of typhoid. All were Chinese.

The programme at the Queen's Theatre to-morrow will include an amusing new Felix cartoon, "Felix Braves the Briny."

It is notified in the Gazette that a first and final dividend of \$3.50 per cent. has been declared in the matter of the World Theatre.

His Excellency the Governor has appointed Mr. J. D. Danby to be a member of the Advisory Committee of the Hongkong Volunteer Defence Corps, vice Mr. F. A. Wells, resigned.

His Excellency the Governor has appointed Commander J. B. Newill, D.S.O., R.N., to act as Harbour Master and Mr. T. W. H. Rosegood to act as Deputy Harbour Master.

It is notified that at the expiration of three months, the Wing Cheong Hong China Product Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

VOLUNTEER TRAINING ALLOWANCES.

NEW REGULATIONS MADE BY G.O.C.

New regulations made under the Volunteer Ordinance, by H.E. the General Officer Commanding the Troops, state that an officer whose attendance for a course of training or instruction, in the United Kingdom, with some unit or at a school of instruction, has been approved by the General Officer Commanding the Troops, will be allowed twenty shillings for each day of such attendance, together with necessary travelling expenses, in the United Kingdom, to commence the course and to return thereafter.

In like circumstances a warrant officer or non-commissioned officer will be allowed ten shillings a day, together with necessary travelling expenses.

The allowances mentioned in this regulation will be limited to fifteen days attendance at a course. No allowance whatever will be paid in respect of attendance after the fifteenth day.

FUTURE OF TANGIER.

BIG CONFERENCE MEETS NEXT WEEK.

London, Mar. 9. Following upon an agreement between France and Spain, which was signed last Saturday, an invitation has now been received by Paris to attend a conference in Paris, commencing on Thursday next, at which representatives of France, Spain, Italy and Britain will be present, with a view to completing agreements on the subject of the administration of Tangier.—British Wireless.

EXCHANGE RATES.

	London, Mar. 9.
Paris	124
Brussels	34.99
Amsterdam	12.12 7/10
Berlin	20.42
Copenhagen	18.21
Vienna	34.645
Helsingfors	193.675
Lisbon	20.24
Bucharest	47.25/32
Buenos Aires	2/6 1/2
Shanghai	1/11 1/10
Yokohama	487 16/10
New York	25.84
Geneva	92.35
Milan	18.18
Stockholm	18.31
Oslo	164 11/10
Madrid	23.165
Athens	5.59/64
Rio	1/5 31/32
Bombay	2/5 1/2
Hongkong	20.8/16
Silver (spot)	20.1/10
Silver (forward)	20.1/10

FIND TO CLOUDY.

The Observatory weather forecast up to noon to-morrow is:—North-east winds, fresh; fine to cloudy.

PEDIGREES OF WORDS.

The Humours of Superficiality.

"The tendency of this modern age," said Archibald, ponderously, "may be summed up in one word, superficiality. The majority of people are content with a mere surface view of things instead of delving beneath to find their basic origins."

It was Sunday morning. We were breakfasting by the open window looking out upon his flower-bordered lawn with a vista of rolling meadows beyond the ancient oaks, and Archibald was in a talkative mood.

"Take any important subject, take wireless, for instance," he continued. "How many people who twirl the knobs on their receiving sets understand or care about the theory involved or why the mechanism behind the knobs compels the ether to yield up its message? I dare say you, yourself, never give a thought to it."

"Oh yes, I do," I replied. "I remember telling my man, Higgins, only the other day to have the thingums recharged and the—er—variable what's-its-name tightened up so that—er—"

"As I thought," said Archibald, scornfully, "superficiality. It is the crying error of the age—surface knowledge—taking things for granted without a thought or care for their why, whence, or wherefore." He poised his spoon over his egg cup. "Take this egg, now—"

"I have one, thank you," I murmured.

"Of all the millions of people in the British Isles eating eggs this morning," went on my brother-in-law, crushing the shell with a skillful tap of his spoon, "how many give a thought to its origin? How many ask themselves why this egg is here and where it came from?"

"Chicken!" I exclaimed.

"Quite so, but where did the chicken come from?"

"Egg!" I replied triumphantly. "More superficiality," said Archibald wearily, as he reached for the salt. "No man who really thinks ever cracks an egg without allowing his thought to drift back to the primal origin of his breakfast, and he asks himself which was burst—er—first, the chicken or the hen—I mean to say, egg?"

"And what answer does he—er—as a rule, get from himself?"

Archibald ignored my thirst for information and went on exposing the average person's superficial knowledge, giving many illustrations, not indeed to be denied accuracy, and in nearly every case I had guiltily class myself as one of the aforesaid average persons. There was no getting away from it, I was considerable of a surface skimmer, and Archibald, exercising a brother-in-law's privilege, did not spare me, but rubbed it in, well-seasoned with admonitions:

"Cultivate the inquiring mentality, old chap," he said, "store up knowledge—never use anything without knowing all about it—its whence and wherefore—in short, the upshot of the whole matter is—think!"

By this time I was feeling properly crushed, but at the word "upshot," uttered by Archibald, came an illuminating flash of memory.

"You are absolutely right, Archibald," I said. "As you say, too many people are content to take merely a superficial interest in things; they drift on the surface with only an occasional slip, when they might dive and—er—swallow. That word 'upshot' you have just used offers an illustration. How many people use that word in their conversation without a thought of its derivation, its history, its primal or even present meaning! Of course, I don't mean you, old chap. You, no doubt—er—" I paused and looked inquiringly at the castigator of superficiality.

Archibald stirred uneasily. "Well—er—the meaning of 'upshot' is quite apparent to any one of average intellect; but I can't say that I—er—know anything about its derivation and—er—"

"You surprise me!" I exclaimed. "Is it possible that you use such

an important word without knowing all about it, without knowing that its primal meaning was that of the deciding shot in an archery contest, and that the first record we have of its use is in 1531 when Henry VIII lost six shillings and eight pence in a shooting match, that both Shakespeare and Spenser used the word, the latter in the sense of 'aim' or 'goal.' Its present meaning, however, did not develop until the nineteenth century when all connexion with archery had been lost."

Archibald gazed at me suspiciously. "Have some honey," he said, passing me a crystal jar of the delectable sweet in an evident attempt to sidetrack the conversation.

"Thanks," I replied, "but about this word 'honey.' I wonder how many people know that the association of honey with flattering speech has been from ancient times almost universal. The Latin for honey is 'mel,' hence mellifluous, meaning sweet as honey, with reference, figuratively, to a speaker's voice or a writer's style, but doubtless you are aware of this—no? You surprise me!"

"Excuse me, old chap," said Archibald, rising. "This is all very interesting, but I've got to see my gardener about—er—bulbs and—er—what not."

I chuckled after his departure and drew from my pocket a little book that I had been perusing in the train on my way down from London the day before. It is called "More Words Ancient and Modern," by Ernest Weekley, M.A. (London: John Murray, 5s.). It was this little volume, that had furnished the ammunition in my friendly combat with Archibald.

With this useful volume in my possession and studied privately at intervals, I was able during the rest of my week-end to counter Archibald's attacks on my superficial knowledge about various subjects. By careful manipulation of the conversation, it was quite easy to pour out my recently acquired etymologic learning.

Much elated, I left for London assured that Archibald knew no was only skimming the surface of etymology, however much he had been plumbing the depths of other subjects. And I have grave suspicions that the depths he had plumbed were not very deep, but were found mostly in an earmarked "Compendium of Useful Knowledge," which I discovered on the desk in study. He is pleased to call his study. I was not so careless myself, but then, Archibald's Compendium was more than pocket size.

But alas for human triumph! A few evenings later, in a conversation with Archibald, I even the telephone, I happened to use the word "piffle" in description of a newspaper article with which I disagreed.

"I presume you are familiar with the etymology of the word 'piffle' which you just used," said Archibald, and I fancied that a faint chuckle came over the wire.

"Of course—er—wait a moment, let me think," I replied.

With stealthy step I retrieved "More Words Ancient and Modern" from a near-by bookshelf and turned to the words beginning with "P." Would you believe it—"piffle" was not among them!

Sadly I picked up the receiver again to hear Archibald saying, "Never mind to look it up, old chap, I'll tell you. 'Piffle' is derived from the French word 'piff,' first recorded in 1737, meaning to puff, blow—any persiflage, if you follow me. It was smuggled into England by two Oxford boys returning from Paris in 1907. From Oxford it made its way to London, arriving worn and weary at the office of Punch in Bouverie Street on August 13, 1908. From thence it—"

More sadly still, I hung up the receiver. Of course I realize that Mr. Weekley's little book is not an unabridged Compendium of Vocabularic Pedigrees, but "piffle"—it would have been so easy to include it.

However, on thinking it over, perhaps that is why Mr. Weekley has avoided it.

E. F.

POEMS THAT LIVE.

ENCOURAGEMENT TO A LOVER.

Why so pale and wan, fond lover?
Prythee, why so pale?
Will, if looking well, can't move her,
Looking ill prevail?
Prythee, why so pale?

Why so dull and mute, young sinner?
Prythee, why so mute?
Will, when speaking well, can't win her,
Saying nothing do 't
Prythee, why so mute?

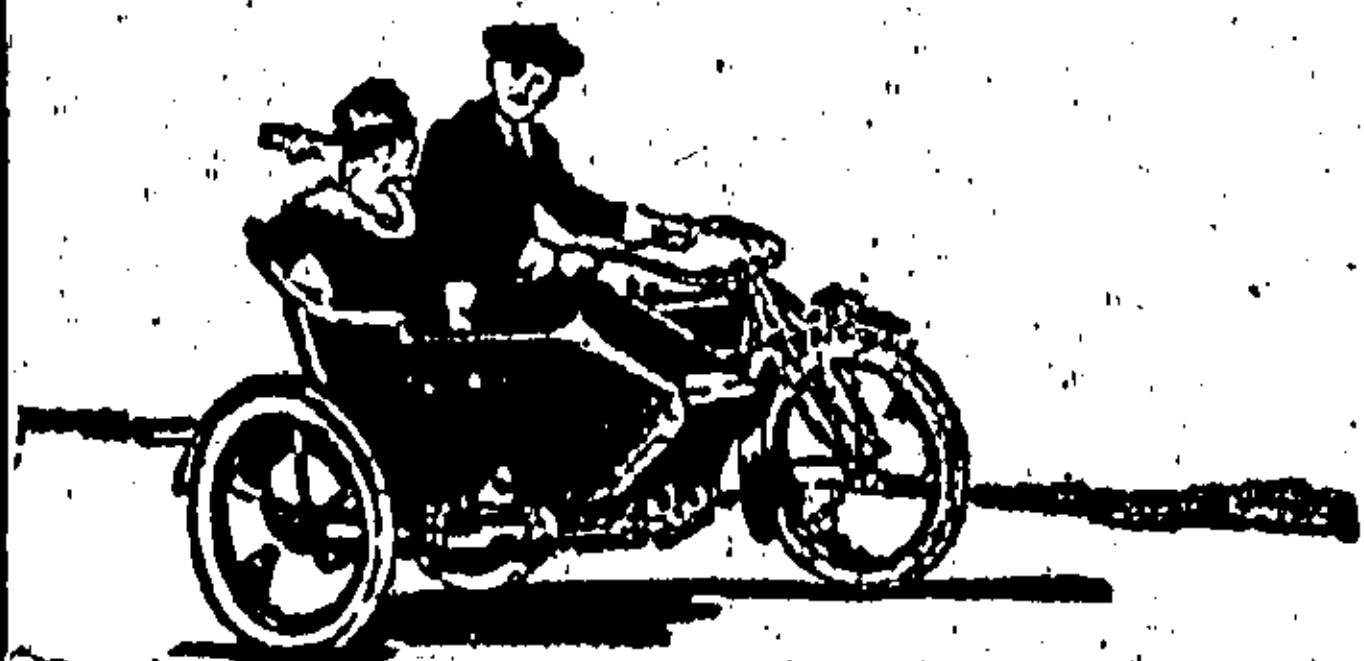
NO INDIAN TROOPS FOR IRAK.

London, Mar. 9.

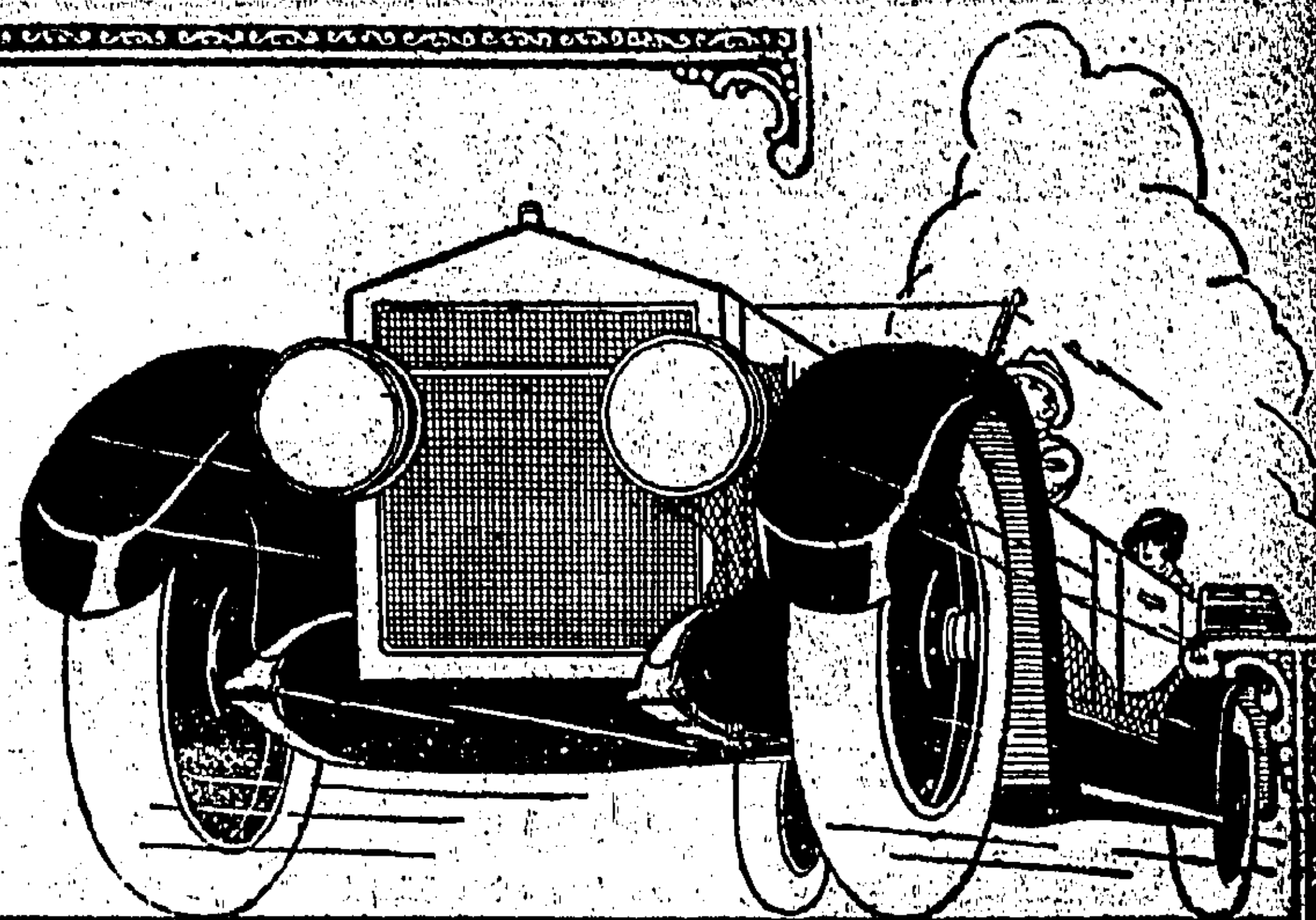
The India Office states that no Indian troops have been or are being sent to Koweit.—Reuters.

Quit, quit, for shame! This will not move,
This cannot take her;
If of herself she will not love,
Nothing can make her;
The Devil takes her!
—Sir John Suckling.

MOTORIZING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.
SATURDAY 10th MARCH, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Kennedy Road.

We are very pleased to note that the large rock which stands in the centre of Kennedy Road, near the eastern end, is to go. Scaffolding has now been erected around it, preparatory to blasting operations. With the removal of this rock it is to be hoped that the road will be opened to motor traffic, for, as we pointed out in this column recently, there are many motorists to whom the use of this road would come as a real benefit. Many motorists have spoken to us on this subject and we can assure the authorities that if they do open Kennedy Road to traffic (even though it be only one-way to begin with) the move will be much appreciated. There are other roads in the City which could very well be opened up. The upper half of Lee Hing Street could be made available for traffic both ways and it is suggested to us that Jubilee Street, and D'Almeida Street might also be opened. There might be doubts in the minds of some regarding the safety of such a course, but, if the safety consideration is thought to be fulfilled, we are all in favour of opening up as many roads as possible.

Motor Bus Service.

The very excellent motor bus service run by the Hongkong and Shanghai Hotels, Ltd., between Blake Pier and the University is serving a real need, which fact can be testified to by the large patronage accorded, especially at certain hours of the day. We wonder whether some further increase in the service is not already due. On Sunday evening there were no fewer than 34 people waiting at Blake Pier at one time, and some disappointment was caused because the bus arrived with several passengers already seated, these having joined the bus at the Des Voeux Road and Pedlar Street junction. Passengers ought to be made to board the bus at the terminus. Quite a number of would-be bus passengers eventually hired public cars. It is known that during certain hours of the day the buses are running practically half empty but at other times there is a big rush, so much so that it would doubtless be worth the Company's while to have reserve vehicles at the terminus. We make this suggestion on the request of some of the users of the service, all of whom speak very appreciatively of the Company's endeavours to cater for the travelling needs of residents in the University and Felix Villas districts.

Man Hauled Trucks.

There has been a great diminution during the past few months in the number of hand-drawn trucks passing through the City. Time was when these overloaded and cumbersome vehicles were slowly pulled along, more often than not on the tramlines thereby obstructing traffic. Complaints used to be many, but during the past six or eight months very few complaints have been received by the traffic authorities. Motorists are grateful for the change, and it is to be hoped that the number of trucks will decline even further, for it has been learned by those who have haulage to do that motor trucking is cheaper, quicker and altogether preferable to the old man-power method which for so many years has encumbered our roads with groaning, creaking trucks.

To Those Going Home.

On another page of this Supplement will be found advertised

particulars of the service rendered to residents overseas when home on leave by Messrs. T. H. Stainton and Co., of London. This firm will supply any make of car on a definite "Buy Back" guarantee and will also execute all such things as getting licence, registration, etc., thereby relieving the man on holiday from all worry. When a new car is bought through this firm the buy back price is quoted there and then, and a man knows how much his motoring at home is going to cost him and he also has no need to worry about disposing of his car when he comes to depart for the East again. He can use the car up to the last day of his leave. We hear very high praise for the quality of the service which this firm gives.

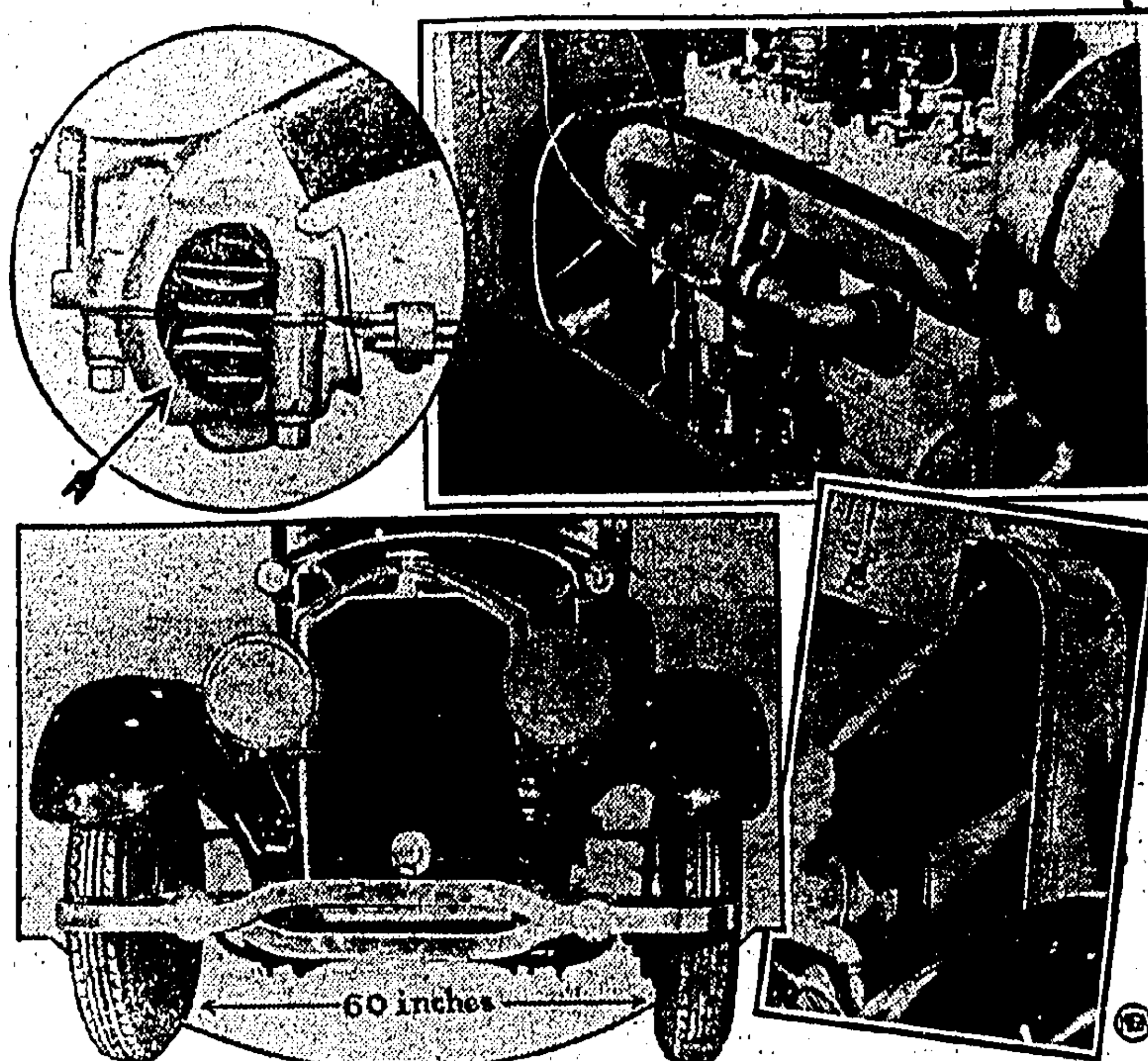
Road v. Rail.

The Home railway companies have issued a cogent rejoinder to the attacks made by the F.B.I. and others upon the Bills which they are promoting to obtain powers to run more freely on the roads. They show convincingly how extreme is the suggestion that they might use their great resources to crush out all existing undertakings on the roads, and then charge monopolistic rates. The Bills which they are promoting provide for appeals against excessively high rates for road traffic, and in those circumstances nothing could be more foolish than for them to indulge in a long and doubtful rate-cutting war, during which they must lose heavily, and see further traffic diverted—perhaps permanently—from the railways. They denounce the claim of the road transport interests to exclude the railway companies from the roads in the name of free competition. And we think this denunciation is justified. If Parliament should uphold the opposition of the F.B.I., it will be a case of subordinating the public interest to vested interests. There are clear economies to be gained in many cases by linking up road with railway services and, as has been well said by the *Observer* "to leave Rail and Road merely pitted against each other would be a policy of waste, such as the F.B.I. should be the last to countenance."

Motor Car Breakdowns.

The annual analysis of car breakdowns which is made by the Royal Automobile Club from statistics supplied under their "Get you home" Service shows but little variation this year from the normal. The causes of accidents are classified under eight main heads, such as engine, transmission and brakes, back axle, front axle, and steering etc. Thousands of cases are dealt with every year by the Club. The figures indicate one rather disturbing tendency, however, defects in cylinders and pistons showing an increase from 5.8 per cent. in 1924 to 10.2 per cent. in 1927. Breakdowns due to valves have doubled in the four years under review; axle shafts appear to be a growing weakness, but the front axle and steering figures show a most satisfactory drop. There is also a marked improvement in the figures for road wheels and suspension and for carburetion. Ignition trouble still accounts for the greatest proportion of breakdowns, amounting to 21 per cent. of the whole. Accidents have increased by 2 per cent. in the four years. The R.A.C. states that there can be no question that in a large number of the cases dealt with the failures were not due entirely to the car; neglect undoubtedly playing a considerable part.

INNOVATIONS IN ENGINEERING AND DESIGN.



The above photos depict the newness of things in motordom as shown at the recent New York auto show. Arrow at upper left points to the rubber shackle used on the ends of springs on the larger Chrysler. At upper right, the new type of exhaust manifold above the intake is shown. The Stearns-Knight eight at lower left has a 60-inch wheel tread while the new Chevrolet at right includes a "shroud" on the inside of the radiator to deflect all air on the motor.

HONK! HONK! IN MANILA.

A Game That May be Banned.

A complaint registered by the Philippine Manufacturing Company against the noise of automobile horns in the vicinity of its offices, has led Colonel John Green, chief of the city police department, to revive the old question of enacting a municipal ordinance which would regulate motorcar honking.

Charles F. Gobhart, manager of the Philippine Manufacturing company, sent the chief of police the following letter:

"We have been experiencing of late considerable disturbance caused by the obnoxious blowing of horns by chauffeurs who park their cars under the windows of our offices here on Calle David. The offices of both the Philippine Manufacturing company and the Firma Mercantile company are located behind the People's Bank Building, in an old structure of Spanish type, which has sliding windows all around the sides. Our office is quite low, and thus these unnecessary noises are quite disturbing. There are probably 15 or 20 cars parked in the space behind the People's Bank Building daily, and the chauffeurs seem to take great delight in the unnecessary blowing of their horns. Needless to say these constitute considerable annoyance to those in this office, and we ask that some steps be taken by the police department to prevent disturbance."

The lack of an ordinance regulating the blowing of automobile horns, the chief of police says in his reply, makes it powerless for the police authorities to proceed against those who would toot their horns needlessly.

Colonel Green has, however, taken up the matter with the mayor, who, it is understood, will recommend to the city board the early passage of some law governing the blowing of automobile horn or whistle.—*Manila Bulletin*.

MOTOR CAR RALLY.

Fiat's Triumph at Monte Carlo.

In the middle part of January, fifty-nine motorists started from the principal towns of Europe to compete in the seventh International Rally with arrival at Monte Carlo. Italy, France, England, Belgium, Germany and Austria had drawn up their best cars to compete in the very hard test. The unfavourable season, the rain, snow, cold weather and the roads which in some localities had been transformed into pools, submitted the good qualities of the cars and the hardness of the drivers to a very severe test. Forty-five cars, after having overcome all the obstacles, reached Monte Carlo, and amongst these the four small Fiat cars which had left the most distant localities of Europe were very much admired. A provisional classification was made in accordance with the arrival, granted the first place to Mr. Bignan driving a Fiat Mod. 509; the following day, January 19th, all the cars which had arrived were submitted to another regularity trial on the hills of Sospel, and also this test was brilliantly overcome by the four Fiat cars. At the end of this trial the definite classification was made, which stated as follows:

1st—Bignan on Fiat mod. 509 starting from Bukarest via Belgrade, Vienna & Strasbourg—km. 3030 in 85 hours and 45 minutes at the average speed of Km. 35.528 per hour.

2nd—Malaret on Fiat mod. 509 starting from Koenigsberg, via Berlin, Brussels, Paris, km. 2643 at the average speed of Km. 34.906.

3rd—Versigny on Talbot, starting from Bukarest.

After the proclamation a "Comfort" Competition was held in Monte Carlo among the cars which had competed in the Rally. For closed cars not exceeding 1500 cc., the first prize was won by Mr. Peter Bon with a Fiat mod. 509; for cars over 1500 cc.—1st Bottin on Delage. Open cars: 1st Mrs. Helga Vollschmidt on a Bugatti.

NEW MOTORIZING LAWS.

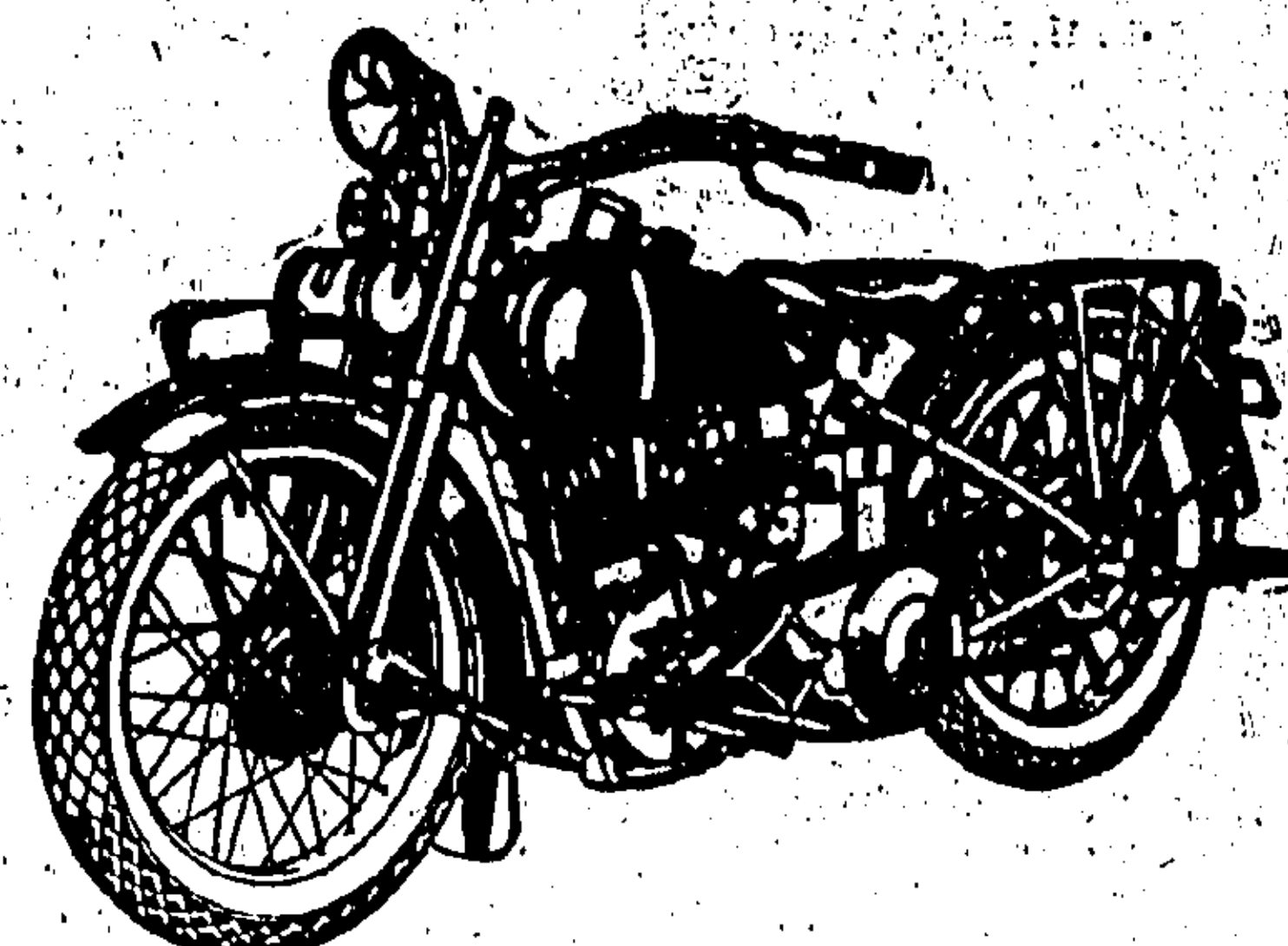
Home Bill Being Considered.

The Automobile Association has under consideration the terms of the draft Road Traffic Bill—recently circulated by the Ministry of Transport—but which has yet to be formally introduced in Parliament.

Taking it as a whole, it is the view of the Association that a number of the proposed amendments will be welcomed by motorists generally. For example—the possibility of the speed limit being abolished; the imposition of heavier penalties for dangerous driving; the provision for the production of the driving licence within three days, if unable to produce it on demand. These reforms are all urgently necessary.

The efforts of the Automobile Association are being directed not only to support the above proposals but (a) oppose the creation of any more purely technical offences, (b) to press for legislation to compel the police to serve with the summons a statement showing the full details of the alleged offence, (c) to urge that "joy-riding" or tampering with motor vehicles be a definite offence, punishable by heavy penalties, (d) to secure the extension of the time for appeal from the present seven days to fourteen days.

The definite date on which the new Bill will be introduced is not yet published, but the matter is being closely followed by the Association in order to secure the passage of legislation which will be fair to both motorists and those who are concerned with the administration of the law.



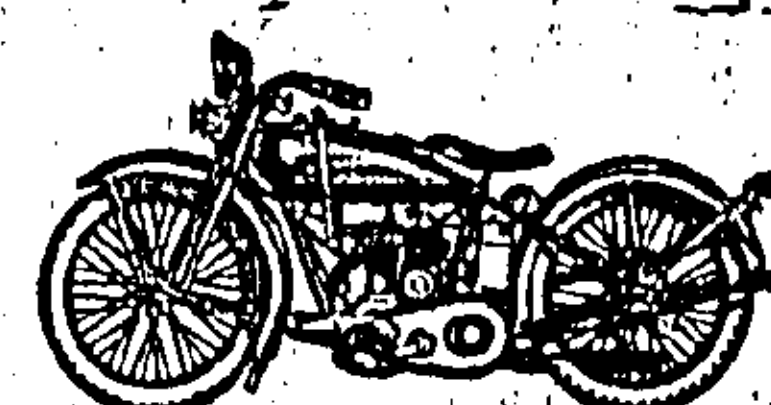
Our third shipment of the famous 1928 HARLEY-DAVIDSON CYCLES

are now in stock.

(Only one 1928 Harley Single O.V.H. model, and One 1928 Combination left.)

Our Fourth Shipment is due April 9th, by a.s. President Pierce.

BOOK YOUR MOUNT NOW.



THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Tel. K. 1242 2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

Change Oil Every 1,000 Miles.

Reason Number 6—Power.

As you drive along, do you mentally "push" your car? Or are you rolled along easily, quietly, on all the power your engine was built to deliver?

Unless you are lubricating your motorcar with the correct grade of oil, and unless you are changing that oil every 1,000 miles the chances are that engine labour and wear are stealing at least 25 per cent. of your engine power.

If your engine were made of glass, and you could watch it running, you would understand at once why the life and power of your motorcar is dependent on oil.

Even with Mobiloil protection you would see contaminating influences at work. You would see the oil being thinned out by benzine and water; being contaminated with particles of dirt, steel and carbon. You would see friction and wear loosening pistons, scoring cylinders, causing excessive engine labour.

Never again would you question the economy and wisdom of using the high quality Mobiloil. You would appreciate, too, why regular crankcase draining is the most important single factor in prolonging the life and maintaining the power of your motorcar.



Mobiloil

Makes the short your guide

VACUUM OIL CO.

Buick Beauty . . . Buick Luxury . . . Buick Performance for only \$1,610



Series 115 five-passenger two-door Sedan—an ideal car for general family use. \$1,615 Delivered.

You can buy a Buick closed car at prices as low as \$1,610 Delivered. You can buy it on the liberal G.M.A.C. plan—with a moderate down-payment which may be taken care of by your present car in trade.



Series 115 two-passenger Coupe. A typical Buick value—especially popular for business. \$1,610 Delivered.

These prices mean maximum value, and in Buick you get *real* beauty—*real* comfort—*real* performance. You get the unrivaled value resulting from Buick's unrivaled production in the quality field.

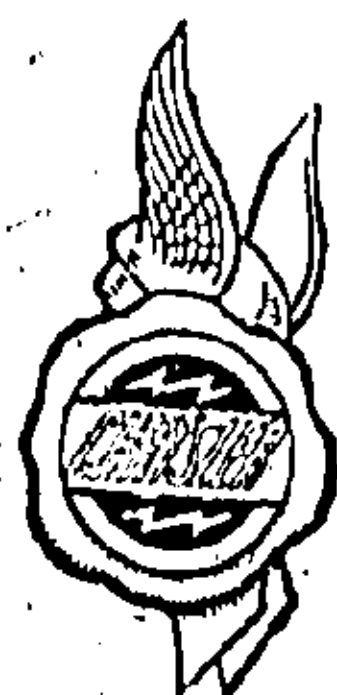
Come in—see Buick—compare it with other cars of similar price—then let the facts decide you to buy Buick.

SEDANS \$1,615 to \$2,600. COUPES \$1,610 to \$2,350. SPORT MODELS \$1,525 to \$2,070. DELIVERED.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD. HAPPY VALLEY.



\$275,000,000

From July 1st, 1926, to July 1st, 1927, the Public bought TWO HUNDRED AND SEVENTY FIVE MILLIONS of dollars' worth of CHRYSLER CARS.

You can leave it to the public to know where to get the Utmost in quality, performance, and value.

See CHRYSLER at

A. LUNG & CO.

Sole Agents

19, Queen's Road, C.

Phone C.1219.

TO-MORROW'S MOTOR CYCLE TRIAL

Details of Route and Entries.

Hongkong will see its first motor cycle reliability trial to-morrow when the event organised by the Motor Cycle Section of the H.K.V.D.C. takes place. The first competitor will leave Volunteer Headquarters at 2.30 p.m. As will be seen from replicas of the route cards given below there are four observed hills and six open checks. The course is one of a hundred miles, providing a big variety of riding conditions.

It will be seen that the last lap is being run in darkness, a final test of reliability for riders and machines which have already done 75 miles.

The cups which are for competition have been provided by donations kindly given by various local companies, a list of which will be given later. The awards are now on view at Messrs. Donnelly and Whyte, Ice House street. All competitors will halt in Statue Square at the end of the third lap and the offer of sandwiches for competitors by the Savoy Hotel has been gratefully accepted.

Present indications are that to-morrow will see a fine sporting contest in which the ability of riders and the reliability of machines will be tested to the utmost.

The Course.

The following shows the course in laps, the figures, checks, etc. being taken from the route cards which will be used in the trial.

First Lap.		ROUTE.
First Man's Time.	Brake Test 1.45 p.m.	
2.30 p.m.	START.	Proceed via Garden Road, Queen's Road, Arsenal Street, Wanchai Praya, Causeway Bay, North Point, Taikeo, Shaukiwan, Tytam-tuk Reservoir to
	Observed Hill.	RESERVOIR PATH.
		Wong-nel-ch'ung Gap, Repulse Bay Road, Victoria Road to
3.21 p.m.	Check & Sign.	ABERDEEN.
	17 miles.	Dairy Farm Hill, Pokfulam Police Station, Reservoir Path, Peak Hotel, Stubb's Road, Morrison Hill, Queen's Road, to
3.57 p.m.	Check no stop.	GARDEN ROAD.
	29 miles.	
Second Lap.		
		Garden Road, Caine Road, Mt. Davis Road, Felix Villas, Victoria Road, Aberdeen.
	Observed Hill.	ABERDEEN RESERVOIR PATH.
		to Wanchai Gap, Black's Links, Wong-nel-ch'ung Gap, Repulse Bay Road to
4.45 p.m.	Check & Sign.	REPULSE BAY
	45 miles.	Tydam-tuk, Shaukiwan, Taikeo, North Point, Causeway Bay, Wanchai Praya, Arsenal Street, Queen's Road to
5.34 p.m.	Check, no stop.	GARDEN ROAD.
	68 miles.	
Third Lap.		
		Garden Road, Seth's Corner to
	Observed Hill.	PEAK ROAD
		Peak Hotel, Stubb's Road, Repulse Bay Road, Victoria Road, Aberdeen to
	Observed Hill.	DAIRY FARM HILL
		Mt. Davis Road, Felix Villas, Victoria Road, Kennedy Town, Connaught Road to
6.25 p.m.	Check.	STATUE SQUARE (Half hour halt).
	75 miles.	
Fourth Lap.		
6.55 p.m.	RE-START.	Statue Square, Connaught Road, Kennedy Town, Victoria Road, Aberdeen to
	Check & Sign.	REPULSE BAY
	12 miles.	Tydam-tuk, Shaukiwan, Taikeo, North Point, Causeway Bay, Wanchai Praya, Arsenal Street, Garden Road, to
8.12 p.m.	FINISH.	VOLUNTEER HEADQUARTERS.
	100½ miles.	

The Competitors.

The following is a list of the competitor's in to-morrow's trial.

- G. H. Bond, (B.S.A. 493).
- S. J. Clarke, (P. & M. 3.5).
- W. C. Simpson, (Triumph 4½).
- F. Brett, (Douglas 2¾).
- W. Taylor, (Indian 6-7).
- B. S. Rogers, (Norton 3½).
- C. B. Easterbrook, (Raleigh 3.8).
- L. P. Thomas, (Sunbeam 3½).
- E. M. Ponsford, (Sunbeam 2¾).
- D. J. Spradbery, (Indian 2¾).
- G. Weber, (B. M. W. 500).
- P. P. Croft, (A. J. S. 4.93).
-
- E. Marriott, (Harley 3½).
- P. H. Brown, (Harley 3½).
- A. Gascon, (Harley 3½).
- G. I. Angus, (A. J. S. 4.58).
- R. Young, (A. J. S. 3½).
- S. C. Saunders, (A. J. S. 7).
- H. G. Williams, (Humber 2¾).
- J. E. Kotwall, (A. J. S. 3½).
- B. T. Warden, (Rudge 3.48).
- H. Kow, (Rudge 4.99).
- A. W. Summers, (Rudge 4.99).
- R. J. Vickars, (Triumph 4).
- W. Woodward, (A.J.S. 2¾).

- C. W. E. Bishop, (Matchless 4).
- F. L. Parton, (Rudge 499).
- A. Zimmer, (Rudge 2¾).
- R. K. Valentine, (Triumph 4.94).
- W. Borrowman, (Triumph 3½).
- E. Dewhurst, (A.J.S. 2¾).
- R. W. Sapsed, (Harley 500).
- Cheung Lee Lun, (B.S.A. 493).
- H. Kong, (Triumph 4.99).
- Lau Shiu Wah, (A.J.S. 4.93).
- Pun Lok Shee, (B.S.A. 4.93).
- W. A. Shea, (Triumph 4).
- A. T. Braley, (Enfield 9).
- F. Cowherd, (Raleigh 2¾).
- F. Baker, (Triumph 3½).
- B. H. Schroter, (Raleigh 7).
- R. K. Butler, (Triumph 4.93).
- J. R. Jenkins, (Francis-Barnett 1¼).
- F. A. Kemp, (B.S.A. 2¾).
- Cheung Yew, (Ariel 5.50).
- F. E. Shuster, (Harley 3½).
- G. G. F. Whitaker, (Rudge 4.9).
- E. Zimmer, (Rudge 2¾).
- E. L. Groome, (Francis-Barnett 1.75).
- S. W. Gould, (Rudge 4.99).
- W. G. H. Deacon, (B.S.A. 2¾).
- J. H. Illingworth, (Triumph 3½).
- A. Brallford, (A.J.S. 3.49).

THE KING OF AFGHANISTAN.

Visits Fiat Works.

H. M. the King of Afghanistan during his stay in Turin wished to honour Fiat by his visit.

Received by Senators Agnelli, the King with his staff after having minutely visited the different Departments of the Lingotto Works went on the testing track where two hundred cars of every type filed off in perfect order in honour of the Royal Guest while a group of Fiat aeroplanes circled in the air. The King of Afghanistan was very much interested with all the different stages of manufacturing but more than anything else his attention was given to a very accurate examination of all the kinds of vehicles manufactured by the Fiat works which for the occasion had been set in a line as for a Show with an opportunity of trying them. H.M. after having stopped quite some time in the examination of the new Mod. 520 cars, wished to see the Tanks in action and also the Motor Buses and the Agricultural machines of which his Country is short of besides all the other productions of the Works amongst which were machine guns and motor cars of every type.

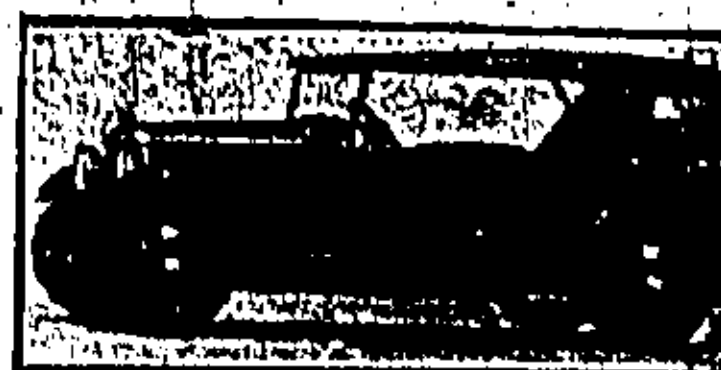
The visit lasted over three hours and while taking leave the King expressed to Senators Agnelli his admiration and congratulation.

STOPPING "DEAD."

Better Brakes.

In what distance can the average car pull up from a speed of, say, 30 m.p.h.? Most drivers will say that if the roads are dry they can stop "dead." This, of course, is impossible, for even an electric tramcar, with its magnetic brakes, cannot stop "dead," though it can give a very fair imitation of it!

NASH LEADS THE WORLD IN MOTOR CAR VALUE.



Engine: 6 cylinder.
7 Bearing Crankshaft.
4 Wheel Mechanical Brakes.
5 Disc Steel Wheels.
5 Full size balloon cord tyres.
Automatic windshield wiper, air cleaner, oil purifier, petrol filter, constant speed, three feed lubrication, front & rear hubcaps, leather upholstery, 24 valves, 1200 cc. engine.

Nash Standard Six 5 seater. Tourer. \$41150.
Nash Advanced Six 7 seater. Tourer. \$41650.
Prices for other models on application.

Sole agent for South China: **Wong Siu Woon.**
21 Fooking St. Phone C. 1474.
Service Station,
70 Des Vaux Road C.

Some tests were carried out near Coventry recently on one of the new 14 h.p. Standard fabric saloons—not a picked car, but just one of a batch going out on test. The roads, however, were wet—it was November—and a wet tarmac road is scarcely ideal for brake tests! A speed of 30 m.p.h. was attained on a level stretch, and at a given spot the driver applied the foot brake, hard. The distance was measured, and it was found that the car had stopped, without skidding, in just twice its own length—a really excellent performance in view of the unfavourable conditions.

Comparing this with what would have occurred on a two-wheel braked car—20 or 30 yards of hectic skids—shows that in the last few years the safety of motoring has increased out of all recognition.



Everlasting Gears

THE non-technical motorist knows that the Morris is remarkable value; that it is a most extraordinarily reliable and efficient car, and that for the money there is no car to compare with it.

The technically minded may care to know of some of the factors by which this reliability is obtained.

For example, Morris gears are practically everlasting because they are made from 3½% Nickel Chromium case-hardened steel forgings. The tooth shapers for cutting Morris gears cost over £2,000 while the cost of the total gear plant exceeded £80,000.

Non-technical motorists, if they would have still further proof of Morris value, should refer these facts to their technical friends.



MORRIS

The Wheel of the World.

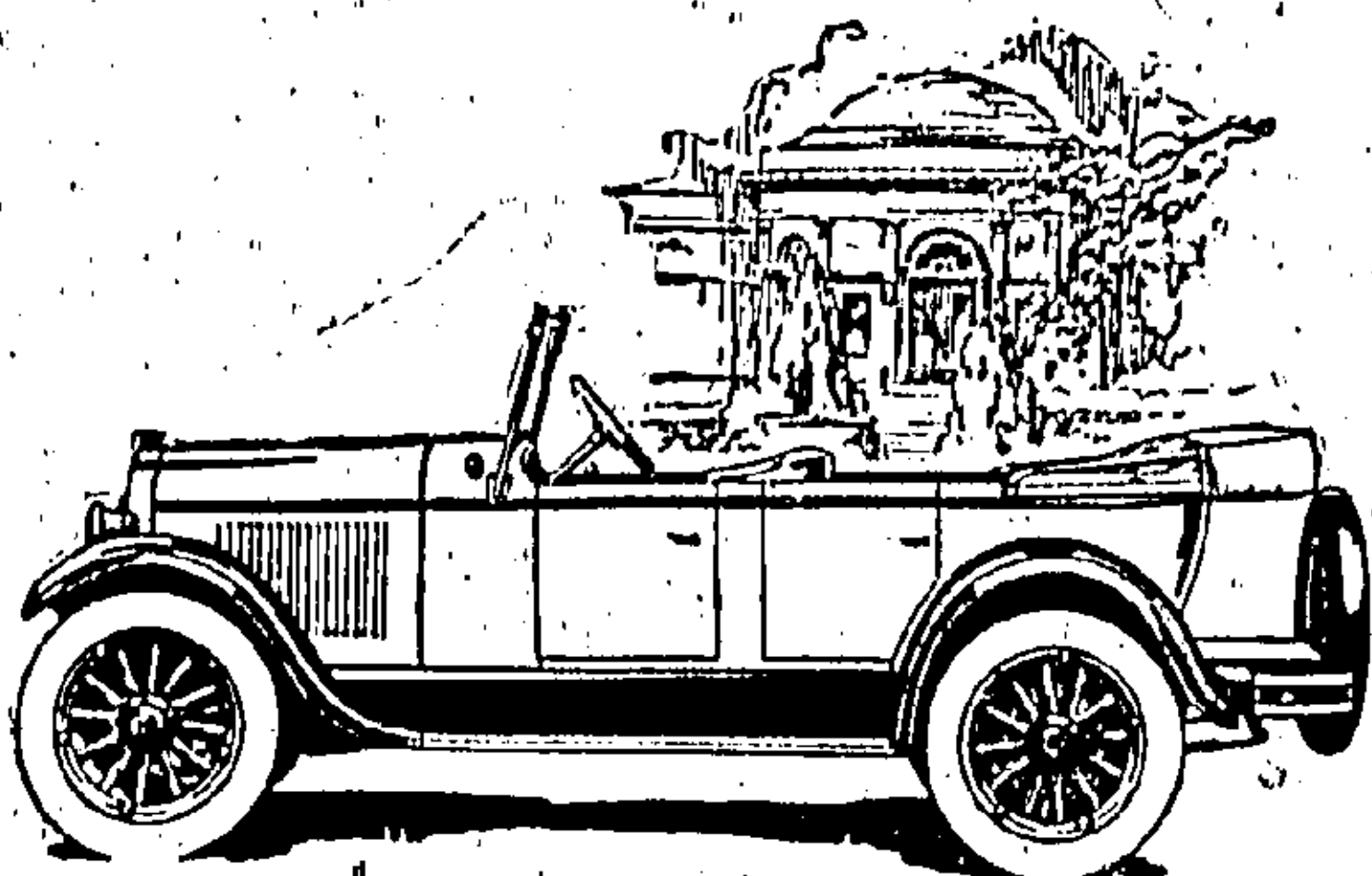
The Hongkong Hotel Garage.

(THE HONGKONG AND SHANGHAI HOTELS LTD.)
65, Queen's Road Central.

OLDSMOBILE SIX

PRODUCT OF GENERAL MOTORS

111-inch Wheelbase—19.84 H.P. (R.A.C. Rating)—185 cubic inches piston displacement—1928 models.



Dickey-seat Roadster	4-seater	.....	G. \$1,175
Touring Car	5-seater	.....	1,175
Sedan (2-door)	5-seater	.....	1,250
Sedan (4-door)	5-seater	.....	1,350

All prices subject to change without notice.

Keen appreciation has greeted Oldsmobile's smart new beauty. Naturally such modish lines and striking colours would win the lion's share of admiration from those who know it only by sight. But every day Oldsmobile performance seizes the attention of those who never knew it before—because you can't know it till you drive the car. This thrilling, smoother performance is the crowning feature of Oldsmobile—the overflowing measure of value now yours at prices lower than ever before.

THE DRAGON MOTOR CAR CO. LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD, --- HAPPY VALLEY.



ONLY TWO

Only two makes outsold Chrysler last year. These two have been in the business for nearly a quarter of a century. Chrysler has risen from 27th to 3rd Place in 4 years.

See the Chrysler at

A. LUNG & Co.

Showroom:

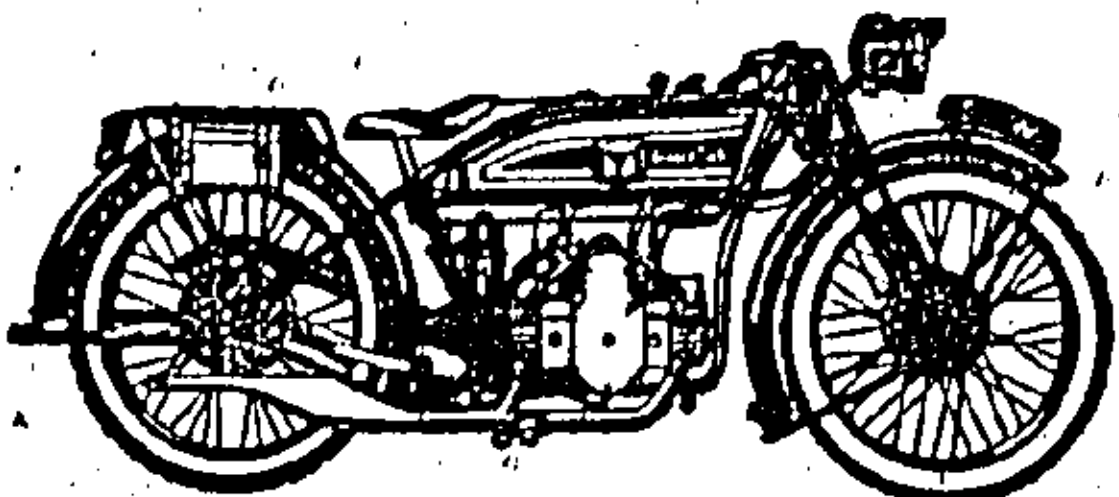
19, Queen's Road.

Phone, C. 1219.

SERVICE STATION:

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1928 E. W. DOUGLAS



ANOTHER SHIPMENT HAS ARRIVED
of the Famous 1928

E. W. DOUGLAS

See them and be convinced of their
wonderful value.

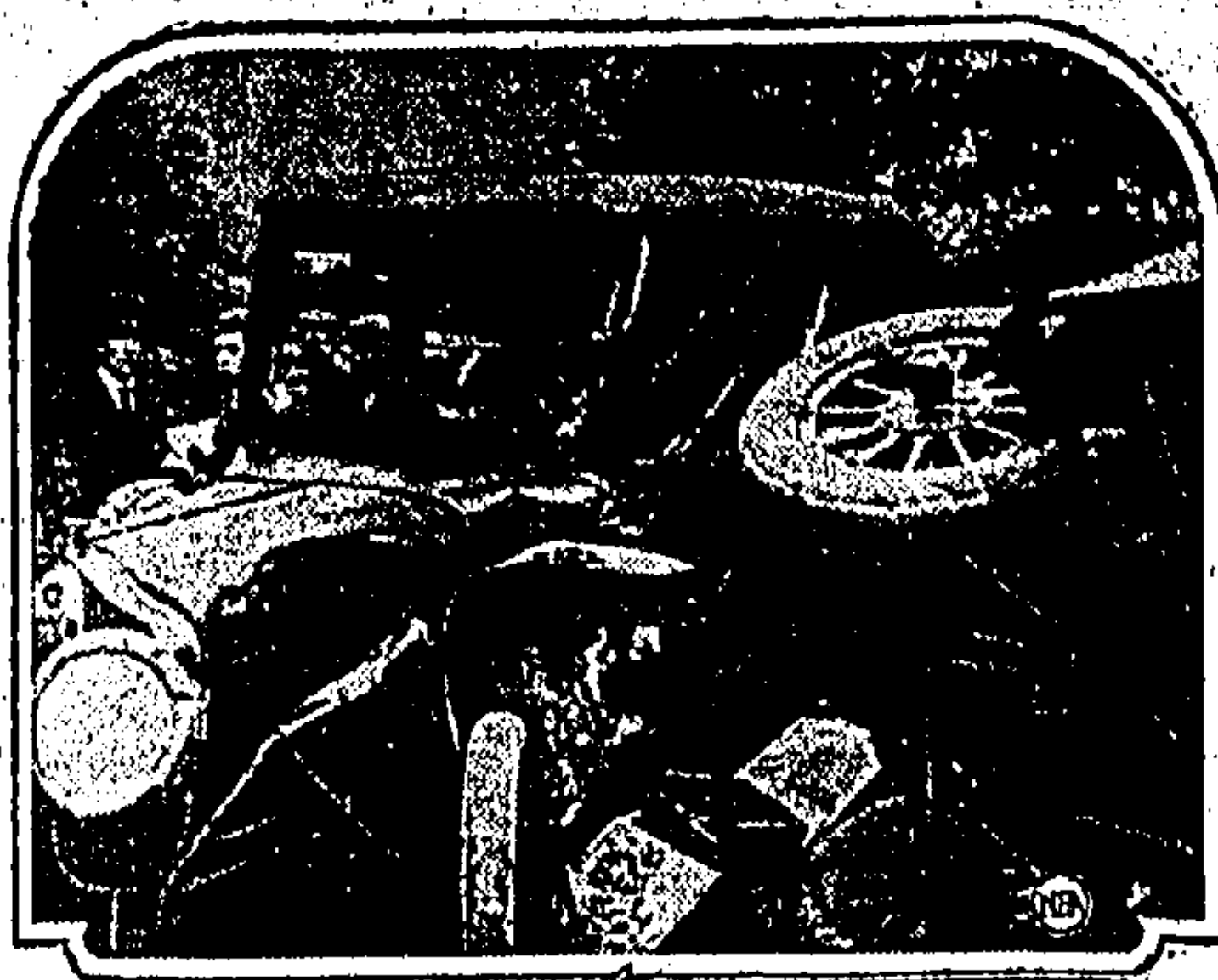
"THE DOUGLAS FOR DEPENDABILITY"

Enquire about our Hire-Purchase System.

ALEX. ROSS & CO.

Prince's Building, 2nd floor, — Joe House Street, Entrance.

VALUE OF TRIPLEX GLASS.



This happened at Home recently. Although the truck at right was overturned, no one in the car was hurt. The glass merely cracked.

Adoption of Triplex non-shatterable glass by various auto manufacturers has focussed interest on how this glass is made, says an American writer.

The type of Triplex used in windshields and windows of automobiles consists of three layers. The two outside layers are of the finest obtainable plate or sheet glass. The middle layer is a binding composition commercially known as pyroxalin plastic. This is a transparent sheet of cellulose material, like celluloid which may, in fact, also be used.

Two pieces of glass and one piece of pyroxalin plastic are first cut to the exact size and shape of the desired windshield or window. This must be done with infinite care, because after it is finished Triplex cannot be cut or altered in size.

The three layers are laid together and put through 17 different processes, including elaborate chemical cleaning, pressing between huge presses which exert many tons pressure on each piece of glass, heat, grinding and polishing, and sealing.

The three laminations become so closely welded together that they are actually one piece. In thickness, windshield Triplex is the same as ordinary glass.

A vital and interesting step in the manufacture of Triplex is the

sealing. If you inspect a piece of it, you will notice a narrow black strip along the centre of every edge. This is the sealing compound which is applied to the outside of the juncture of the three laminations. It keeps out weather, moisture, vibration, and all other influences which, if they could get in between the layers, would in time eliminate the very safety features which are essential.

Under impact, Triplex does not shatter or create flying fragments because the flexible centre layer holds tightly to the outside layers. The whole glass is flexible under strain, as was demonstrated in a recent accident, where the windshield was bulged four inches out of the without shattering.

Under severe impact, Triplex will let a flying body pass through it. But even then it does not make jagged edges and does not lacerate the body. Its edges are smooth and flexible.

Another type of Triplex is the impenetrable kind, used to protect against bullets. This is heavy, consisting of a layer of glass, a layer of the binding composition, a middle layer of glass, another of the composition and a final layer of glass.

The five laminations may be an inch thick. They turn aside machine gun fire at fifteen yards.

RUSSIAN OIL WAR.

American Company and
Sir H. Deterding.

Recent advices from New York state that the following announcement has been issued by the Standard Oil Company of New York:

"The Standard Oil Company of New York has until now refrained from making any public comment upon the attacks directed against it by Sir Henri Deterding, chairman of the Royal Dutch Shell Company, on account of the purchases of Russian oil.

"These attacks have now assumed such a character, however, that it is considered by the Standard Oil Company that the public should have the facts.

"The Standard Oil Company had made purchases of Russian oil, in conjunction with several other companies, including the Royal Dutch Shell interests, for several years prior to 1926.

"In that year Sir Henri Deterding came to the conclusion that his companies would buy no more Russian oil. The Standard Oil Company was asked to refrain from further purchases, but saw no sound reason to comply with this suggestion.

Cost of Transport.

"The long distance between the United States and India makes the cost of transport of oil from this country to the Indian markets a substantial item. If therefore, Russian oil could be supplied to the Indian markets at a fair price, there was an obvious economy in shipping such oil from Black Sea ports by saving at least 5,000 miles of distance.

"As the Royal Dutch had a large production in Rumania, it was in a position to be fairly independent of supplies of Russian oil, whereas, unless the Standard Oil Company was assured of products on a favourable basis in its southeastern European markets and Asia Minor, it would be involved in heavy losses.

"The views of the Standard Oil Company that the problem of buying and selling Russian oil is a purely business proposition are not only in accord with American policy, but are also supported by the policy of the British Government, whose political relations

A CHAT ON OIL.

Burned Out Motor
Bearings.

Bearings are not burned out and cylinder walls are not scored when they receive plenty of oil. The fact that the oil pressure gauge shows pressure is not positive evidence that the oil is circulating to the bearings. When the pressure is highest probably the least amount of oil is being circulated. If the pressure gets very low, this indicates that the oil is thin, caused either by dilution or heat, or both.

The cylinders are frequently scored by racing a cold motor before sufficient oil circulation begins. The motor should be allowed to warm up before it is raced or before the truck is driven at high speed.

During the warming up period the motor should not be allowed to idle for too long a period because the proper amount of oil will not be splashed on the cylinder walls at such low speed, resulting in scored cylinders.

The best protection an engine can get is to keep the oil in a healthy state by completely renewing same at least every 1,000 miles. This will do more than anything to eliminate engine troubles generally and will greatly increase the engine efficiency.

BUSES ARE BIG HELP.

Assisting railroads in getting people to places are 80,000 buses in the United States, covering 270,000 miles.

with the Soviet are the same as those of the United States. Imports into Britain.

"Official figures indicate that while the importation of Russian gasoline into the United Kingdom for 1927 has fallen off as compared with 1926, importations of kerosene into the United Kingdom were actually greater in 1927 than for the preceding year. Indeed, in 1927 England imported twice as much Russian kerosene as in 1926.

"Prior to the arrangement being made between the Standard Oil Company and the Russians, the Royal Dutch Shell Company had been seeking to obtain from the Soviet Government a monopoly for the sale of Russian petroleum products for a term of years."



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YOUR BRAKES.

Least Used the Better.

Other things being equal, the man who uses his brakes least often and least violently is the best driver.

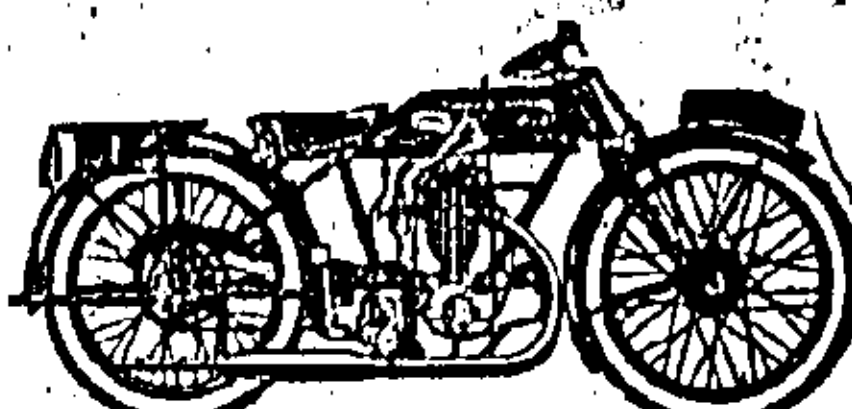
This, of course, refers to ordinary driving and not to racing, either in competition or against the clock. The highest possible speeds on the road make a rapid acceleration and rapid retardation a necessity.

These two things are what a good driver of a touring car will avoid as much as possible, for both put great strain upon the mechanism of the car, especially the transmission and tyres. It is not wise, however, to go to the extreme of advising a novice to attempt to ignore his brakes and to control his speed through the engine alone.

Most of the variation in speed can be done in this way, but not all. When four-wheel brakes are fitted it is often better to use them than to rely upon the rear wheels alone for stopping power, as must be done when the engine only is used to check the speed.

The aim of a driver should be to decrease his speed gradually on all occasions when it is possible. Do not rush right up to a corner and apply the brakes violently, or crawl round and step hard on the accelerator pedal.

This will, as likely as not, upset the mixture and waste more time than the better method, which consists of slowing down more gradually to the speed at which the corner may be safely negotiated and quickening in the same manner as the corner straightens and a clear view ahead is obtained.



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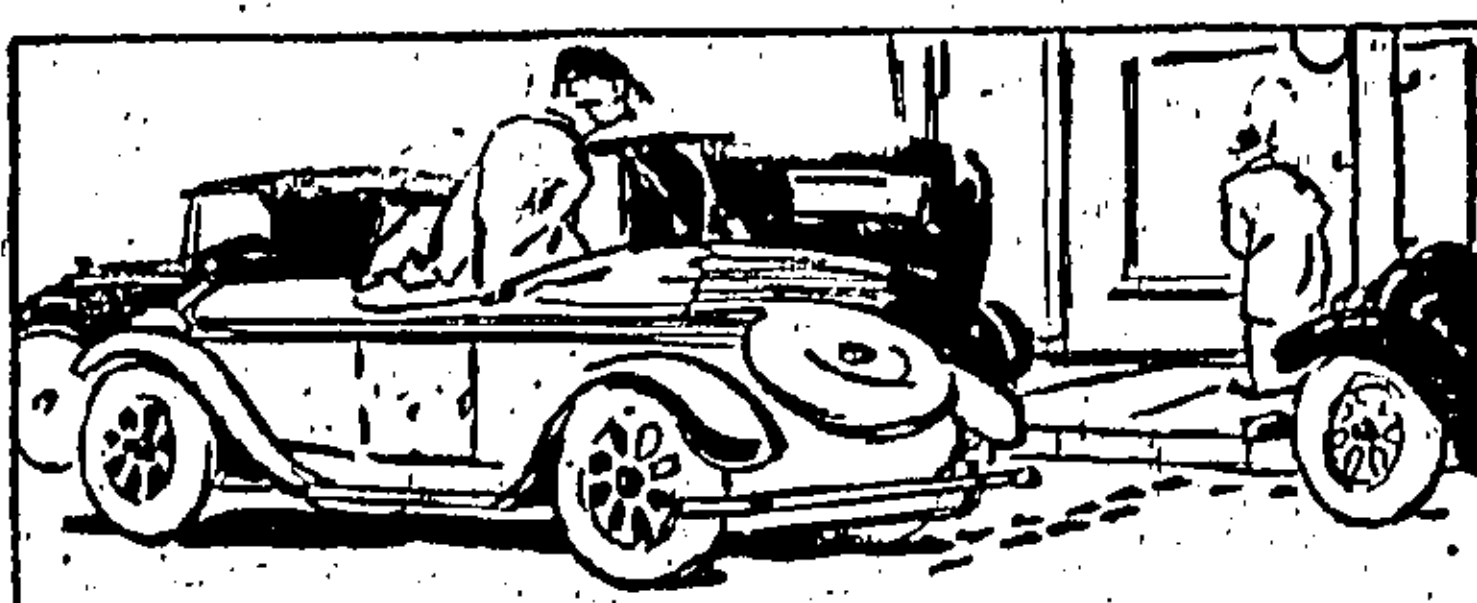
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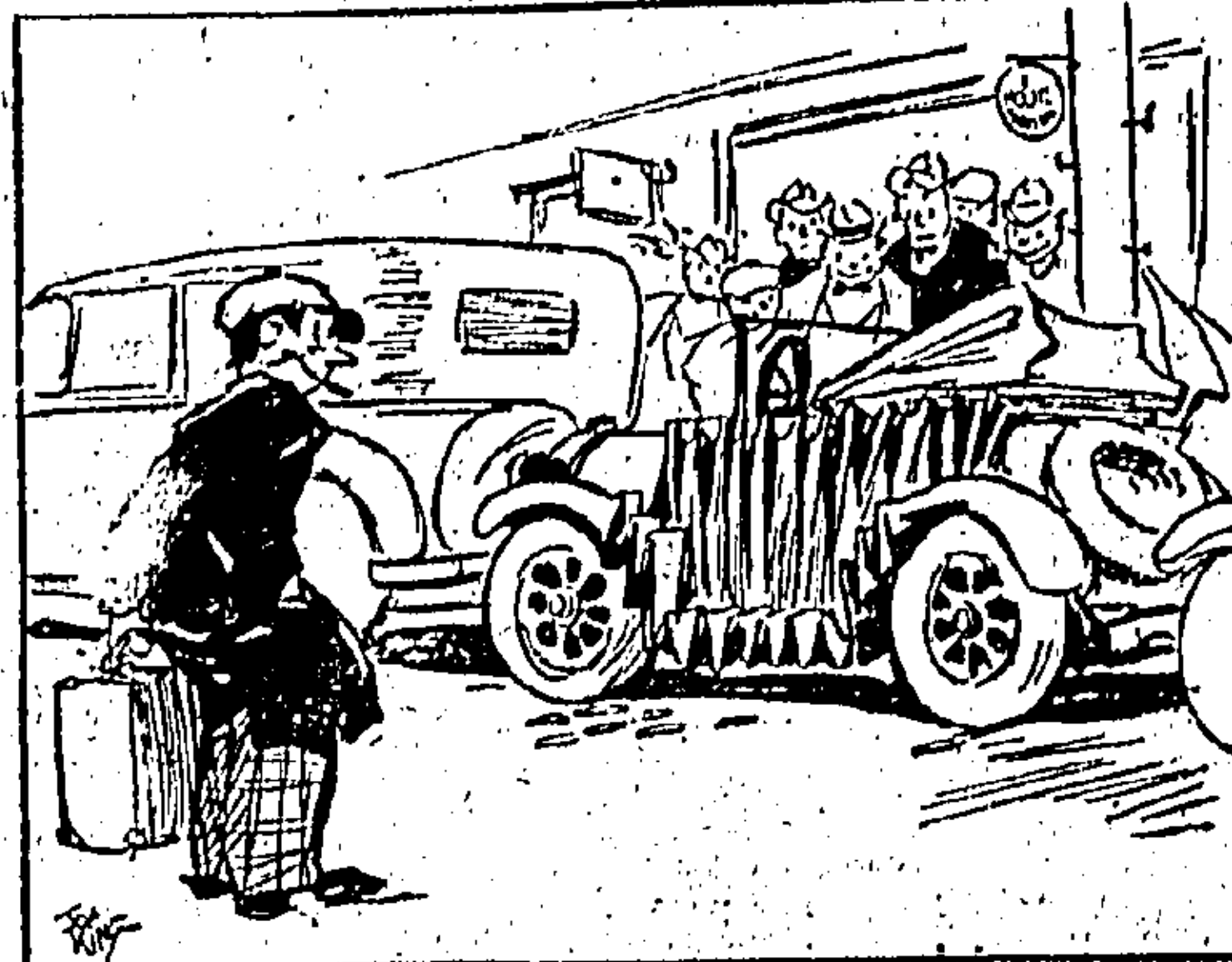
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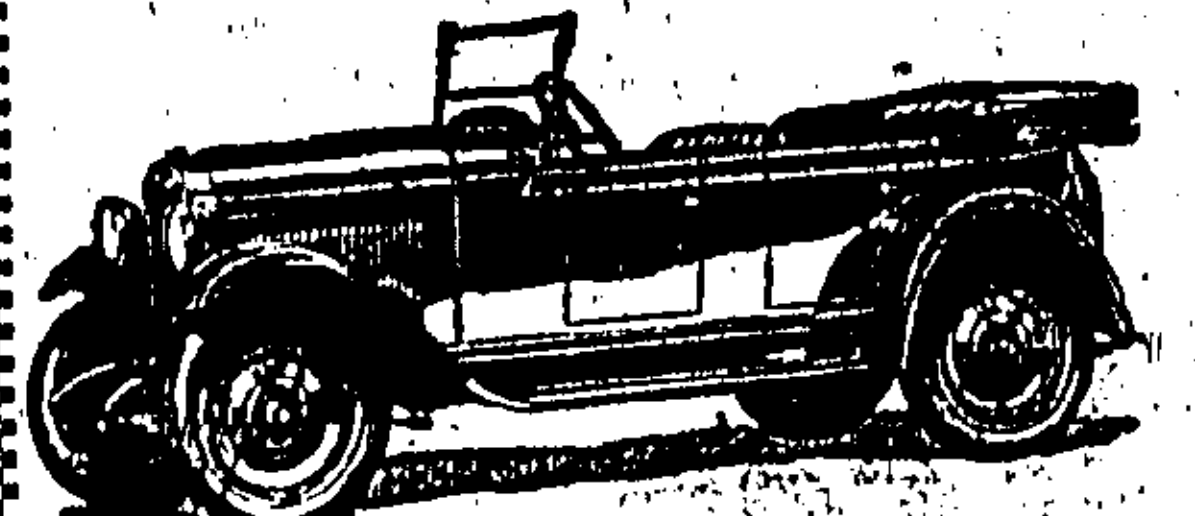
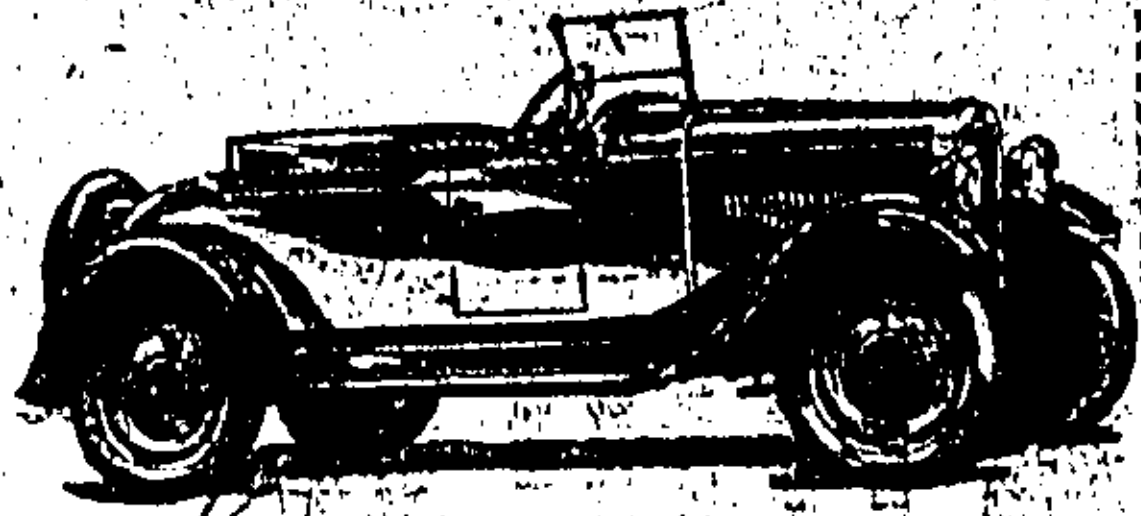
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THE PARKING-PROBLEM



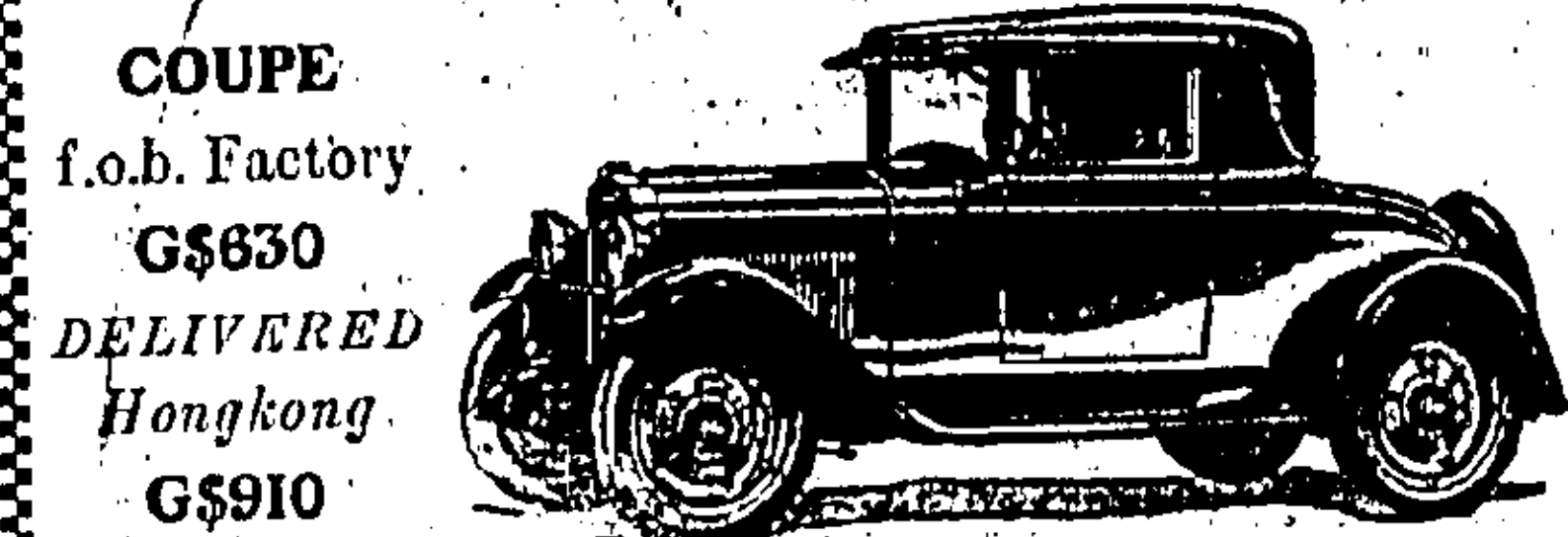
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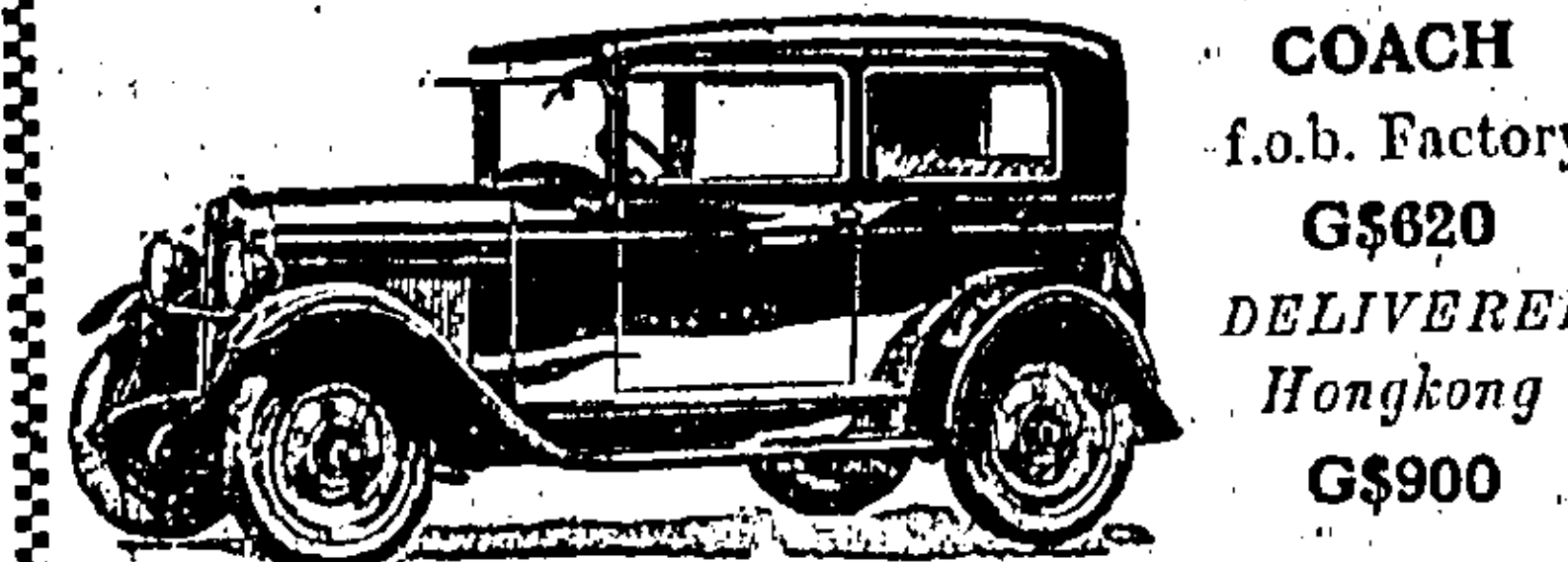
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G\$770



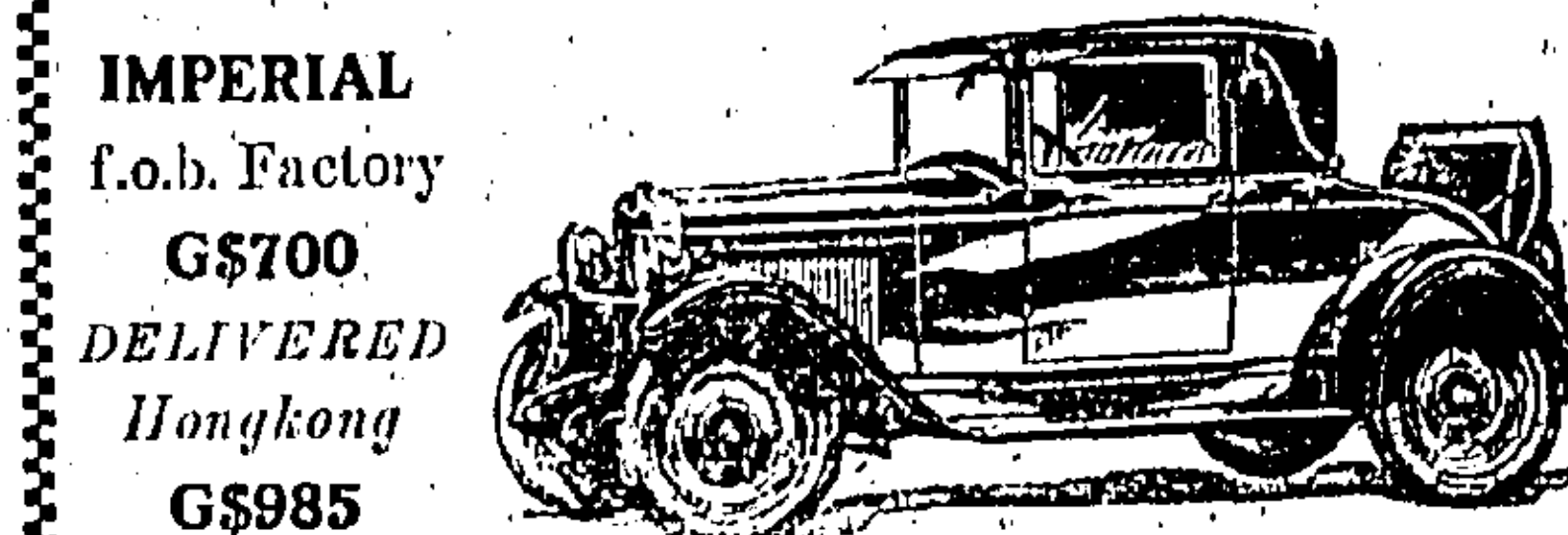
TOURER
f.o.b. Factory
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G\$770



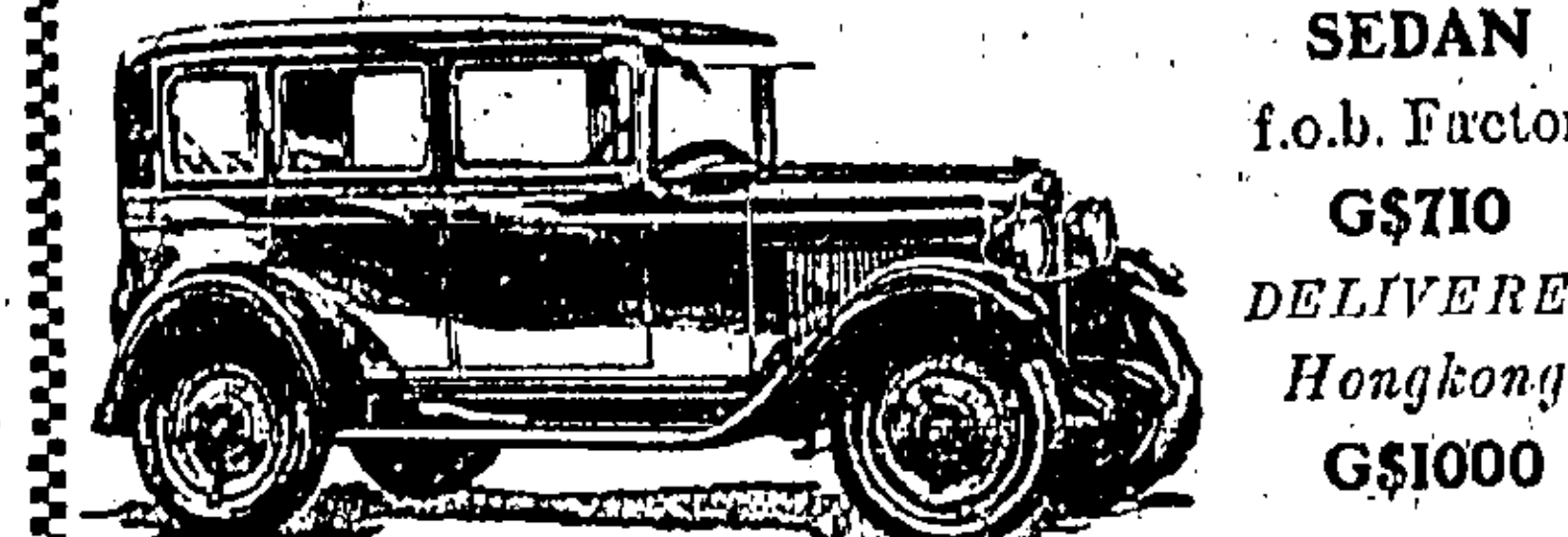
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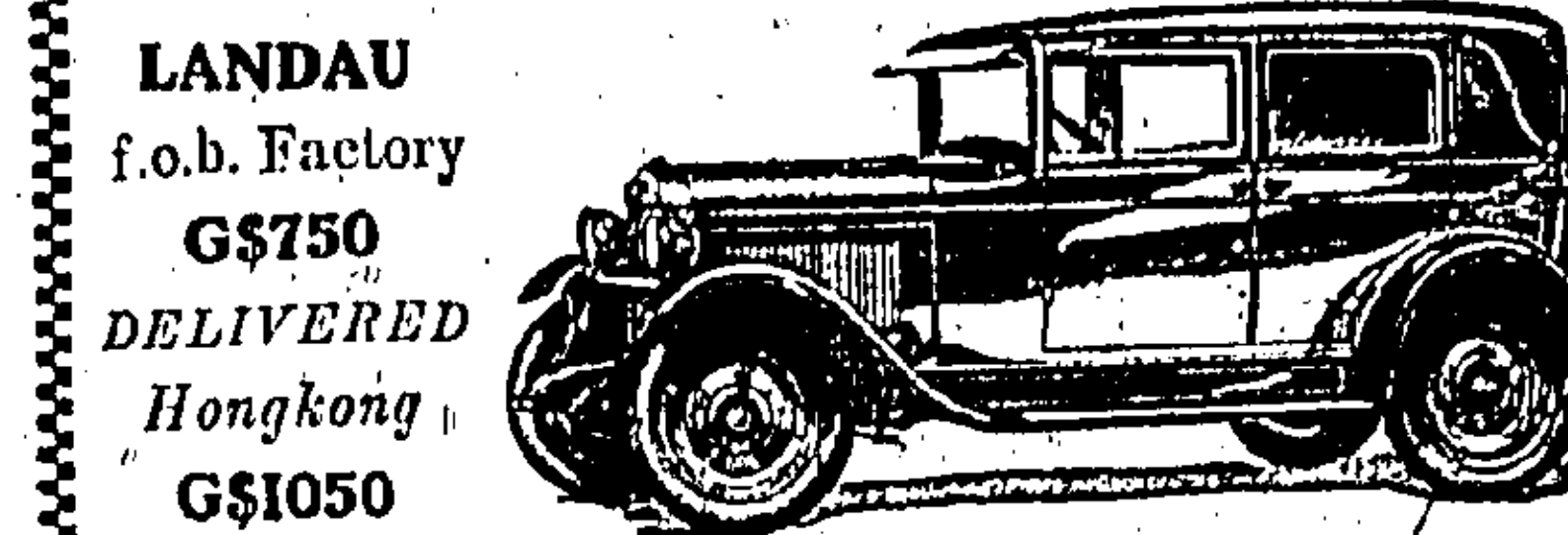
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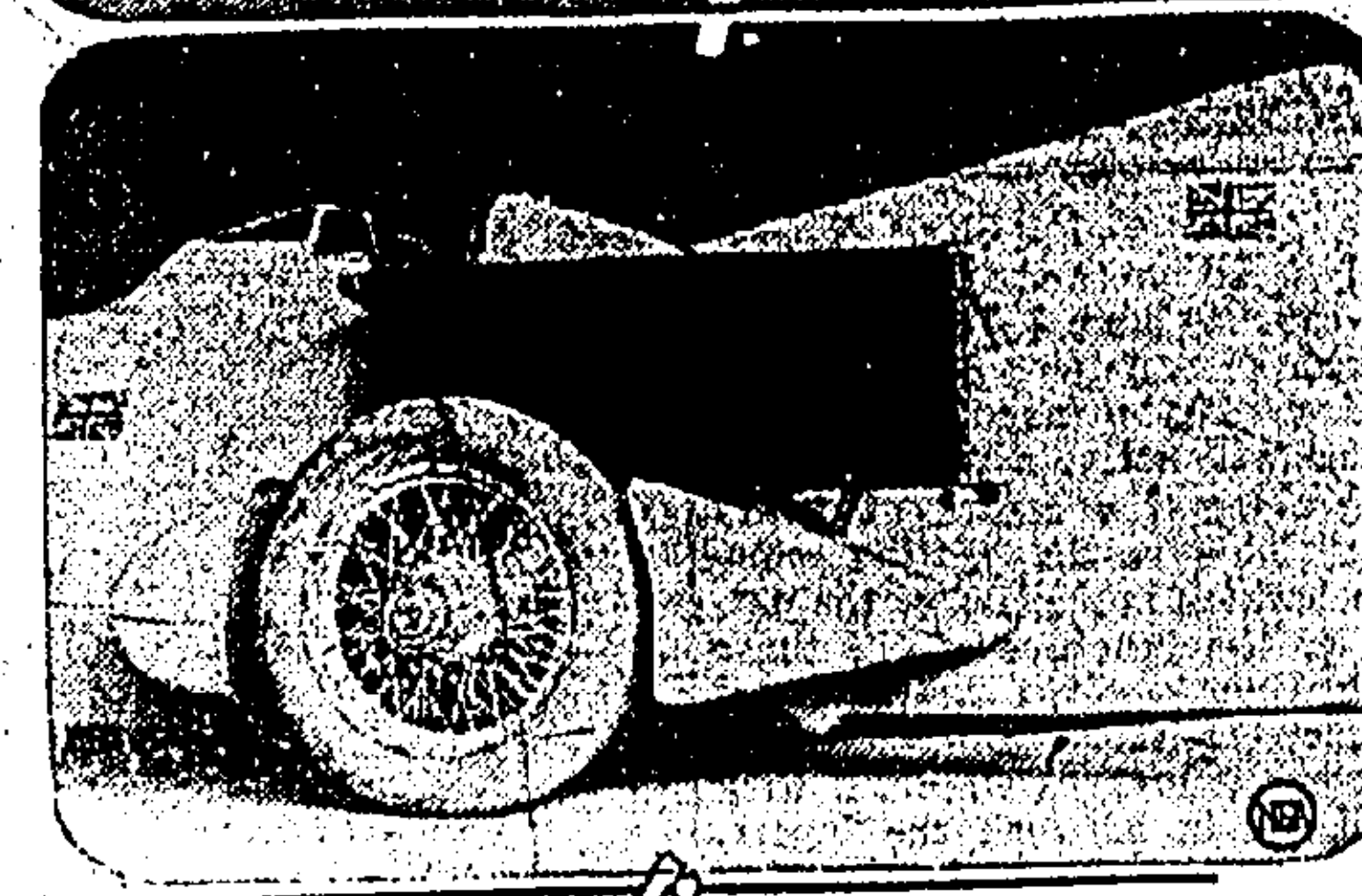
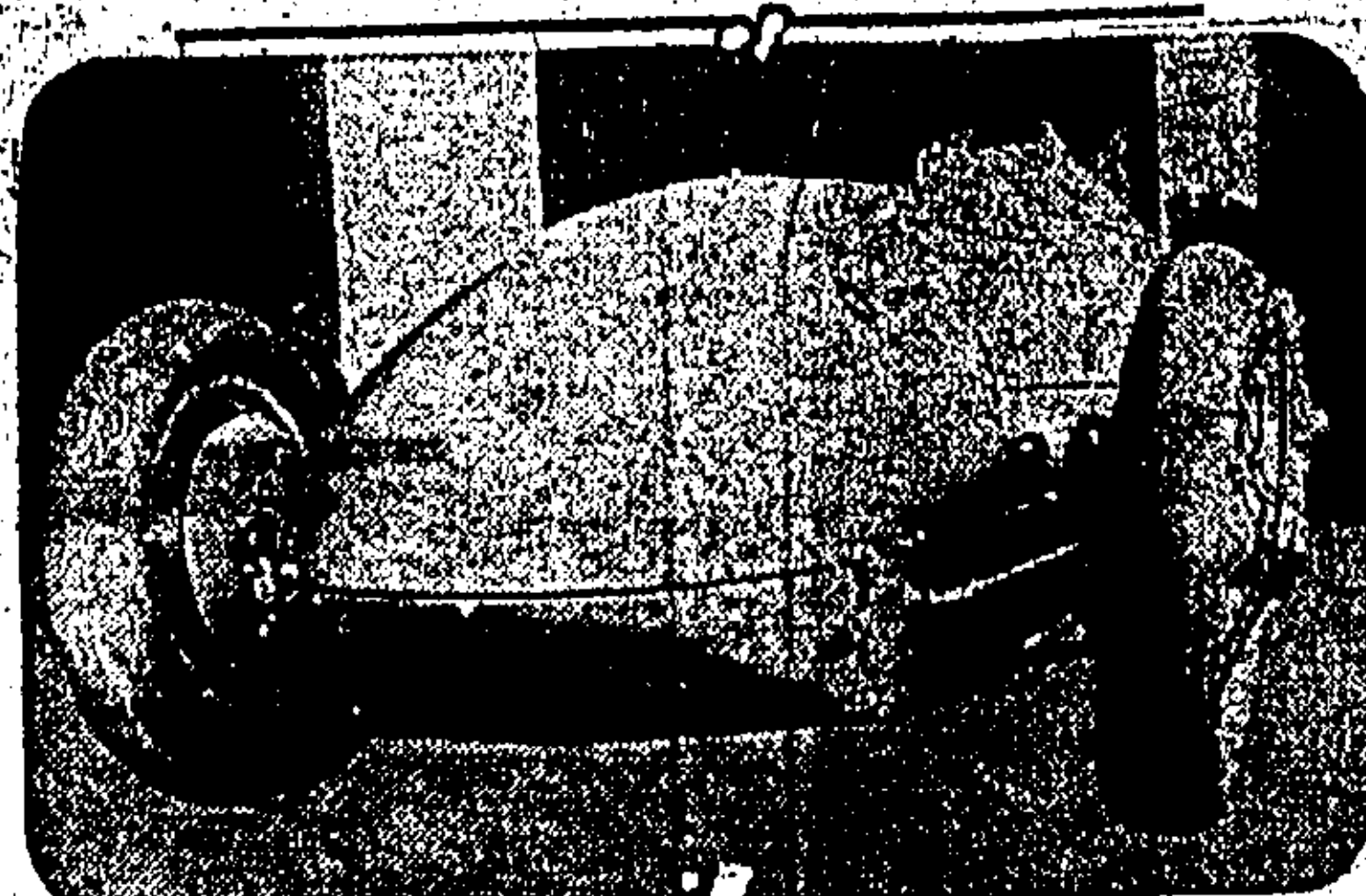
IMPROVED LUBRICATION.

Improved lubrication systems for the owner-driver were conspicuous at the recent motor show at Olympia. Two British cars appeared with the centralised reservoir or "one-shot" system. This is a simple equipment by which every important chassis bearing receives a few drops of oil when a plunger is touched with the foot. The system has been standardised on two American cars for some time. In the more modest lubrication systems there is evidence of a move to make grease-gun connections more accessible. Rubber bushed shackle bearings have also been used on some cars to cut down the number of lubrication points.

URGES CENTRAL SYSTEM.

A central traffic system, established by a large city to control its own and suburban traffic, is suggested as a remedy for traffic evils by D. C. Fenner, chairman of the Motor Vehicles Conference Committee.

HELD THE BRITISH RECORD.



Like a huge sea-monster, this grim-looking racer was taken from England to participate in the international speed trials, along the Ormond-Daytona beach on the east coast of Florida. It is the special car of Captain Malcolm Campbell, powered by a secret Napier-Lion aero motor and weighing four tons. The front of the car, at top, and the rear, at bottom, show clearly how no detail was overlooked to offset wind resistance. The black rectangle on the rear end is one of the two radiators. The car established a new world record.

INNOVATIONS IN AEROPLANES.

Many Appear in America.

[By Charles F. McReynolds.]

As the year 1927 closes, following a summer of the most spectacular feats in the field of aviation, we find every section of the country claiming to be the centre of development, the Detroit of the Air, for this vast new industry of aeroplanes.

The general public is still unaware of the great developments that have been made in the design of aircraft and particularly of the marvellous things now being accomplished by aeronautical experimental engineers.

Progress Facts.

But to those who have the facts at hand it has been more than a little interesting to observe how Los Angeles has forged ahead in the field of experiment and new developments. At the present time Southern California is unquestionably the experimental laboratory of the aircraft industry and there are more new projects of a radical and vital nature, in so far as flying is concerned, now under way here than in any like area of the entire earth.

There are now being developed in Southern California not one or two radically different aeroplanes, but many new types of planes, many new engines, a dirigible that may revolutionize all air travel, air lines operating or project that are models for the world, technical developments in engines, propellers, and wheel brakes that are of importance to the entire industry. New parachutes have been and are being perfected, the tailless aeroplane has been proved practical, gliders are being flown and wind tunnel experiments of great technical significance are being carried out. And finally, in 1928, two expeditions will start from Los Angeles, both equipped with local planes or equipment, one to conquer the south pole by air and one to continue aerial explorations in the north polar area.

New Types Here.

One of the most interesting and promising planes here is the new Lockheed monoplane developed by the inventor of the Lockheed four-wheel hydraulic brake. This plane is built of wood throughout and has no brace wires anywhere and no external struts. It is the first plane ever to be built which uses the practical, minocoque type fuselage on a practical, commercial airplane. With the most perfect streamlining of any commercial plane this product will carry the same load ten to fifteen miles per hour faster than any other Wright Whirlwind equipped job.

The Bach ten-passenger cabin monoplane built at Santa Monica is the first three engine plane in the world to use a high-powered engine in the nose and put a low-powered engine out under each wing.

The Larry-Brown monoplane, built in Los Angeles, is the first light, three-engine plane ever constructed. This plane has all the reliability of the big three-engine Ford or Ford planes and yet is in the comparatively low-priced class.

The development of this craft points the way for three-engine reliability in all planes of the future from the flyer to the air liner.

The new Prudden plane, built in San Diego and recently flown to Los Angeles, was designed by men who helped design the original Ford plane.

Struts Gone.

The first full cantilever biplane in the world is now under construction at the Warren School of Aeronautics by Mr. R. F. Hardin, prominent aeronautical engineer. This plane will be conventional in appearance except that there will be no struts between the wings and no external wire bracing whatever. All struts and bracing will be carried within the wings which are slightly thicker in construction to give the necessary ruggedness. This plane is to be in the low-price class and will soon be placed in production by a \$230,000 corporation according to present plans.

Built by men who constructed Lindbergh's Spirit of St. Louis, the new monoplane now nearing completion at the hands of the Ryan Mechanics Corporation, will be the first all-steel tube job ever built. It will be a full cantilever, high wing, cabin monoplane and every bit of construction from the main wing spars to the delicate wing ribs and the fuselage streamlining is of welded steel tubing. This plane will soon be flight tested and if it lives up to expectation a large factory will be occupied and the plane turned out in quantities.

The newest, cleanest, fastest sport plane equipped with OX-5 engine over developed is now being produced in Glendale under the supervision of George Irvin. This plane, called the Thunderbird, has astonished everyone who has ever ridden in it or seen it fly.

Other sport planes are being built by the Crawford Company at Venice, which is producing a tiny biplane for pilot only that is very fast, and by the Kinner Company in Glendale, which has succeeded in making a plane that will carry three passengers with a very low-powered engine.

DEATHS INCREASE.

Deaths in the U.S. resulting from automobile accidents during 1926 totalled 20,891, an increase of more than 5 per cent. over the death rate for 1925.

GLARE-PROOF MIRROR.

A new rear-view mirror, said to eliminate the glare from headlights of cars driving behind, is on the market. Instead of the regular reflecting surface of silver, this surface is of lead sulfide.

ALL-STEEL BODIES.

Some Advantages Explained.

In the early days of motoring, when chassis were notoriously unreliable, coachwork was of secondary consideration. The car manufacturer was far more concerned in producing some sort of a vehicle that would "go" than he was in providing comfort and protection on the road for its occupants. The early bodies fitted to motorcars were made by craftsmen who had been accustomed to building bodies for horse-drawn coaches, and it is a well-recognized fact that up to comparatively recent years all motorcar coachwork was made on the same old-fashioned lines—the same processes as were used in the construction of stage coaches, my lady's brougham, rubber-tired and other vehicles that nowadays have been relegated into the limbo of things forgotten.

The chassis perfected, the motorcar engineer began to turn his attention to the bodywork, and his natural line of argument was whether it was possible to utilize a better substance for its construction than wood, which, however easily workable it may be, is inherently subjected to climatic conditions is unstable, and bulk for bulk, has nothing like the strength of metal. Investigation on this line of thought has resulted in the development of the modern all-steel body.

Briefly, the framework of an all-steel body, as fitted to Morris Cars, consists of steel pressings which are rigid, durable and are unaffected by heat or cold, dry or damp. The shell or outer visible portions of the body are electrically welded or fused to this framework so that no rattles or ill-fitting joints can possibly develop, and the resultant product is a motorcar body that is strong, light, silent and everlasting.

It is a fact that a single body of this type would cost many thousands of pounds to produce, and it is only on cars that have sufficient appeal to the public to enable their manufacturers to embark on a large production programme that an all-steel body can economically be fitted. The purchaser then obtains for a comparatively reasonable sum a body that is in every respect a development of the normal coachbuilt body.

These following are the fundamental and very real advantages of the all-steel body. It is immensely strong. Under shock, steel is very much stronger than wood. It gives full vision—which means safety on crowded roads. It is practically everlasting because the welded all-metal construction is unaffected by climatic conditions. It is the only type of body that takes cellulose that can be intensely heat-treated during application and is, therefore, of the hardest and best kind. It is light. Being made of welded joints it is also silent. It has detachable upholstery, allowing the interior of the car to be cleaned with the minimum of trouble. Lastly, in the event of an accident it is much safer than the conventional type of coachwork. Where wood will splinter and pierce, steel construction is shock-proof, and many lives have been saved by it.

From the owner-driver's point of view, perhaps the two main attractions are its durability and its infrequent call for cleaning. Upkeep charges on all-steel bodies are reduced to the practical minimum, for washing the car becomes a far less irksome process than where paint and varnish are concerned.

TRUCKS ARE 12 PER CENT.

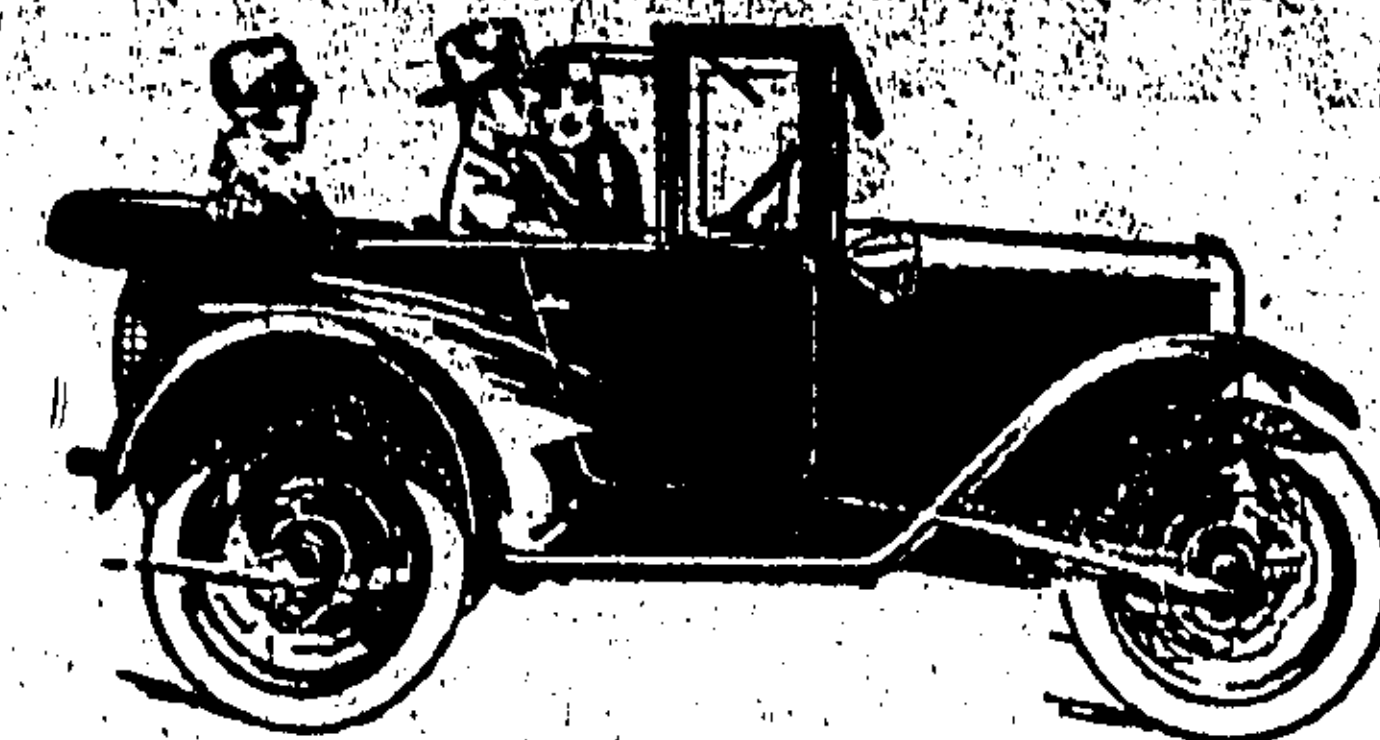
Twelve per cent., or 2,764,222 of the motor vehicles in the U.S. are motor trucks, of which 90 per cent. are operated by the owners. At the beginning of 1927, farmers owned 20 per cent. of these trucks.

FROWN ON DETOURS.

A bill to abolish long detours will be presented to the state legislature of Texas in the near future. If the law is passed, contractors will have to figure in the cost of a satisfactory detour with their bid for construction.

TAX NETS MILLIONS.

Gas tax collections for the first months of 1927 in Wisconsin amounted to nearly \$6,000,000.



"AUSTIN SEVEN"

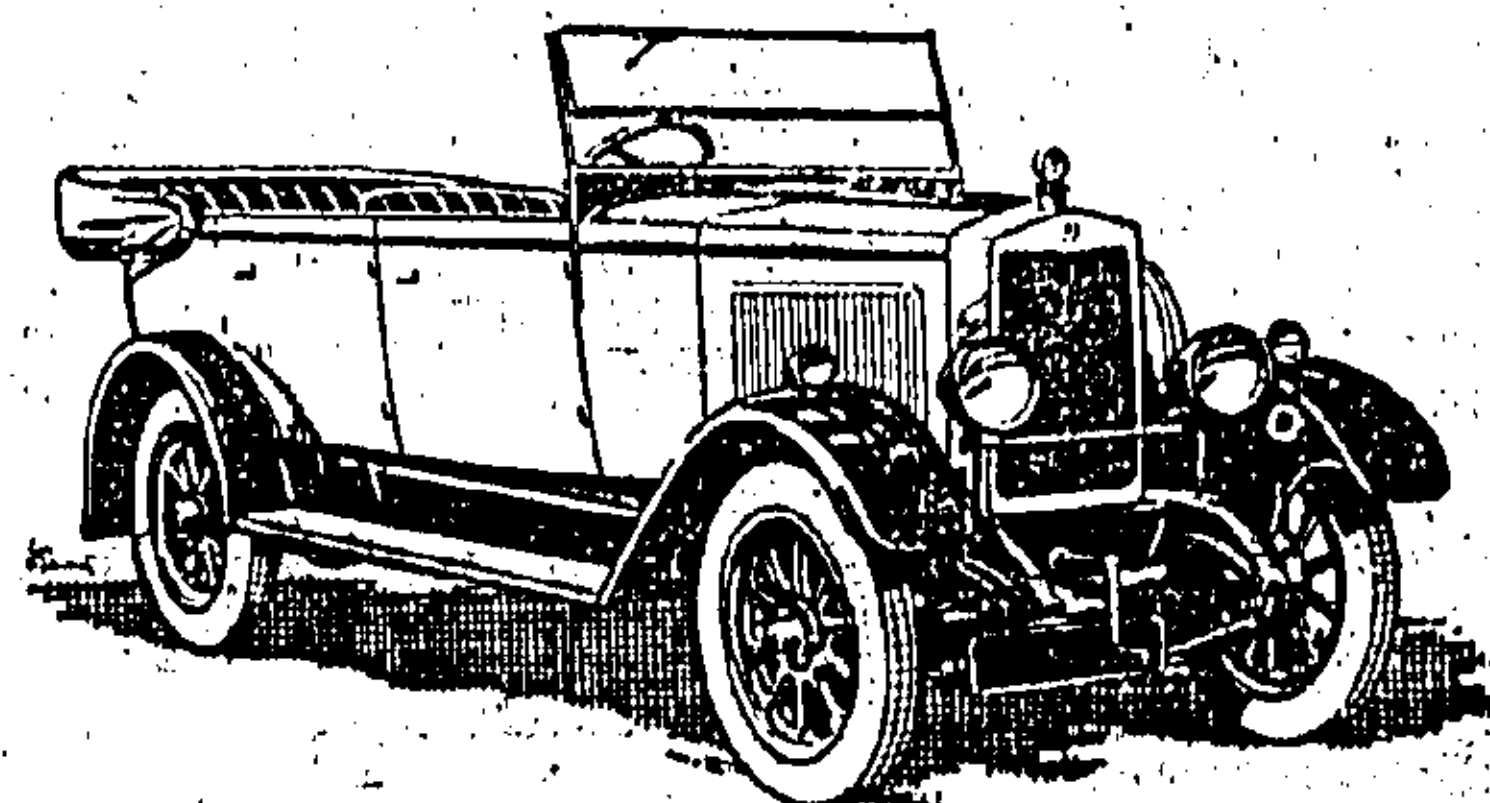
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48" TRACK—105" WHEELBASE.			
TOURING	4 Seater	205	235 —
SALOON	4 Seater	215	255 —

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TOURING	5 Seater	315	355 —
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2468 c.c.—Approx. 2½ litres.			
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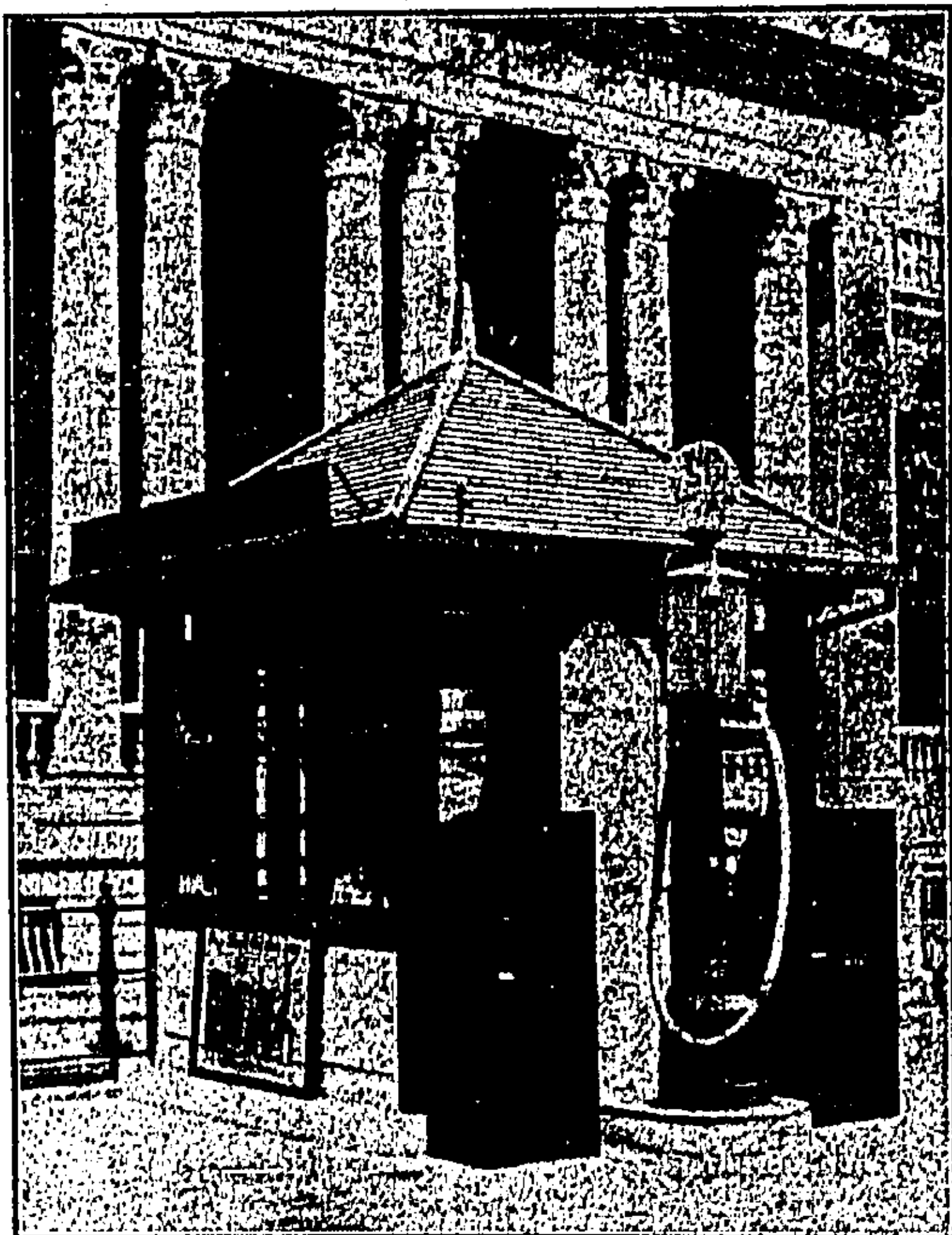
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is being tried out at Leeds. The
device consists of a signpost with
four arms, bearing the signs,"Pass" and "Stop." On top of the
post is a clock. The clock is set
for a length of time and at the end
of that period, the arms turn round
opening traffic in the opposite
direction.**HINTS
FOR THE
MOTORIST**
by
ALBERT L. CLOUGH

JUDGMENT IN VALVE GRINDING.

Grinding valves is not a panacea for all motor ills, and the recommendations of auto mechanics often seem to imply. Valves should be ground only when they are known to be leading, which with the superior materials now in use is only after much longer service than was formerly the case. Ignition defects and short-comings in carburation should be eliminated, as causes of engine misperformance, before "fackling" the valves. The motorist should remember that grinding valves involves a corresponding wearing away of their seats in the cylinder block and that when the seats are thus enlarged much beyond their original width, trouble will probably develop and a reseatting job will be required. Extensive grinding of valves with emery, such as is necessitated when their faces are badly warped, pitted or grooved, is highly inadvisable, because of the widening and deforming of the seats thus entailed. A badly burned valve face should be reconditioned in a special grinding machine (or the valve discarded) instead of any attempt being made to work it to a seat with abrasive compound and seriously defective seats should be lightly reamed rather than being smoothed up with emery. The principle value of grinding compound is to finish the face and seat, which have both been trued up approximately by tooling. Much time and labour is wasted and much unnecessary wear of valve seats is occasioned by ill advised attempts to obtain a ring of contact on the valve face the full width of the seat. This is unnecessary and even inadvisable, as a ring of contact not over one-half the width of the seat, if it be perfectly continuous, is fully as effective in securing gas tightness. Efforts to grind to tightness valves which are loose in the guides are usually worse than fruitless. New guide bushing should be fitted.

Loose Eye Bolts.

Question:—The shackles of my 1922-car are so loose in the spring-eyes and shackles plates that the car is very noisy on rough roads, and I find that these bolts have no bushings and that the holes in which they were fitted have worn to an oval shape. I

have thought of obtaining bushings and reaming out the holes to fit them, but have been told that this would be an expensive job, as it would necessitate drilling out the eyes, etc., at a machine shop. Could the holes be filled in with metal or cement so that new bolts would be tight? What can you suggest?

Answer:—We do not believe it would be possible to fill in the holes to fit new bolts. Nothing that could be used for this purpose would stay in place, in our opinion. Probably the most practicable way is to have all holes bored out to the diameter of a larger bolt and even this would be expensive, because of the difficulty of drilling the spring-eyes, which are probably very hard. It would not pay to fit bushings, considering the age of the car. You better put the problem up to some concern that makes a specialty of spring work and see if they can suggest anything.

"Turns to the Right" Automatically.

Question:—My car was in a collision about a week ago and the front end was rather badly damaged. I had everything repaired and it now runs straight, except that it constantly pulls over to the right hand side of the road and I have to be correcting this tendency all the time. What do you think is wrong and how can it be corrected?

Answer:—Something about the front end was not restored to its proper position, when repairs were made. We suggest that you have the following points checked up and corrections made if found necessary: The front axle should be perfectly parallel with the rear axle. Possibly one side of it may have been pushed back on its spring. Both front tyres should touch the floor at point slightly to the rear of a vertical line dropped through the hub cap centres. Front wheels should stand practically parallel when the car is pointed straight ahead. They should not toe out in the slightest, but toe in by not more than one-quarter inch. The front wheels ought to stand so they point downward and toward one another at equal correct angles.

PIERRE PEUGEOT DEAD.

Founder of a Famous French Firm.

The death took place recently of Monsieur Pierre Peugeot, one of the founders of the great French motorcar manufacturers of that name. Whilst identified with the interests of the firm from the beginning he was not the Peugeot chiefly responsible for the leading place the firm took in the early days of the automobile industry. That was Mons. Armand Peugeot, who died in 1915.

The original business, before the motor era, was connected with the manufacture of toys and small goods and wholesale ironmongers, which had been originally founded by their fathers. When the bicycle first became popular in France they took up the manufacture of these machines and thus got interested in road locomotion.

Later, when the possibilities of mechanical propulsion began to be talked about and experimented with, they collaborated with Serpollet in the construction of a steam carriage.

Petrol Replaces Steam.

They were persuaded, however, by the early success of the Panhard vehicles fitted with the Daimler engines, for which Panhard-Levassor were agents, to try petrol. They built a car with cycle-built wire wheels and driven with a two-cylinder V. engine, which they bought from Panhard and mounted in the rear of the car in the position favoured by Benz, Daimlers' rival at that period.

This engine—of 2½ h.p.—they fitted horizontally, and their first car was timed through with the bicycles in the race from Paris to Brest and back in 1891, and by dint of several repairs executed during the night they managed to get it through at an average speed of about 10 m.p.h.

From this beginning the business grew and they undertook to build their own engines, and by 1896, when England was just commencing, were already Panhard's principal competitors.

A WONDERFUL TEST.

And What it has Proved.

What does it mean to the motor car owner when an automobile is produced which will travel 25,000 miles in less than 25,000 minutes?

The above question has been going the rounds in motor circles since early in November, when three Studebaker Commanders each travelled 25,000 miles in less than 25,000 minutes at the Athletic City Speedway. By this remarkable run, The Commander shattered every known endurance and speed record for fully equipped stock cars, regardless of power or price.

The answer to the question has been given as follows:—

"The 25,000 mile run is the most significant engineering feat known to automotive history. It was a test that may be compared to a magnifying glass that intensifies the rays of the sun to the burning point."

"Never has automobile performance been so severely explored before. Never have automobiles been driven so far so fast as The Commanders travelled. Never have pistons, cylinders, crankshafts, valves, axles, transmissions and all of the other vital parts of an automobile been asked to carry such terrific loads for such long periods of time."

"In fact several years of ordinary driving were crowded into 16 days in this 25,000 mile run. Scores of thousands of ordinary motor car miles were driven into each of the three cars in a little more than a fortnight. Yet the cars came through with flying colours. Two of The Commanders averaged 65.31 miles per hour, and a third set an average of 61.08 miles per hour. No cars—in fact nothing made by man—has ever gone so far, so fast."

"The true significance of the test is the proof, it furnishes that The Commander will give years of care-free, reliable and economical service under average driving conditions."

"It means that the motor car owner of to-day laughs at the old

"SCORCHING" ACROSS EUROPE.**Huge New Road Projects.**

Gigantic projects are now under consideration regarding new motor roads across the Continent of Europe.

A German-Swiss-Italian consortium has been formed, and it is planning two great Trans-Continental roads for automobiles.

On these roads nothing will be permitted save fast motor traffic, and a speed of 40 miles an hour will be the minimum.

One of these roads will begin at Hamburg and will go across country to Frankfurt-Main, Basel, Zurich, Milan and Genoa.

Another, coming from Stuttgart, will pass Berlin, Leipzig, Munich and Verona, and will join the first at Genoa.

From Genoa the road will lead via Pisa, Florence, Rome and Naples, to Reggio, at the extreme southern point of the "boot" of Italy.

French authorities are now considering the problem of linking up with these important Trans-Continental routes, and the French suggestions are certain adducous.

It is proposed that roads from Dieppe, Havre and Cherbourg shall meet in Paris, and that that road and the motor-way from Granville, Brest and Saint Nazaire will all converge on Tours.

From Tours there will be one road to Lyons. There it will split up into three, one going to Marseilles, a second to Nice and the third direct to Genoa, where all three will be connected by a coast road with the German-Swiss-Italian highway.

The interesting point about the French motor roads is that they will be overhead roads constructed above the railways and solely devoted to motor traffic.

It is hoped, too, that two overhead motor roads from Bordeaux will link up with the system at Saumur and Tours.

On these projected roads motorcar speed will be practically unlimited.

They will be from 30-ft. to 300-ft. wide and will have petrol stations and restaurants at intervals.

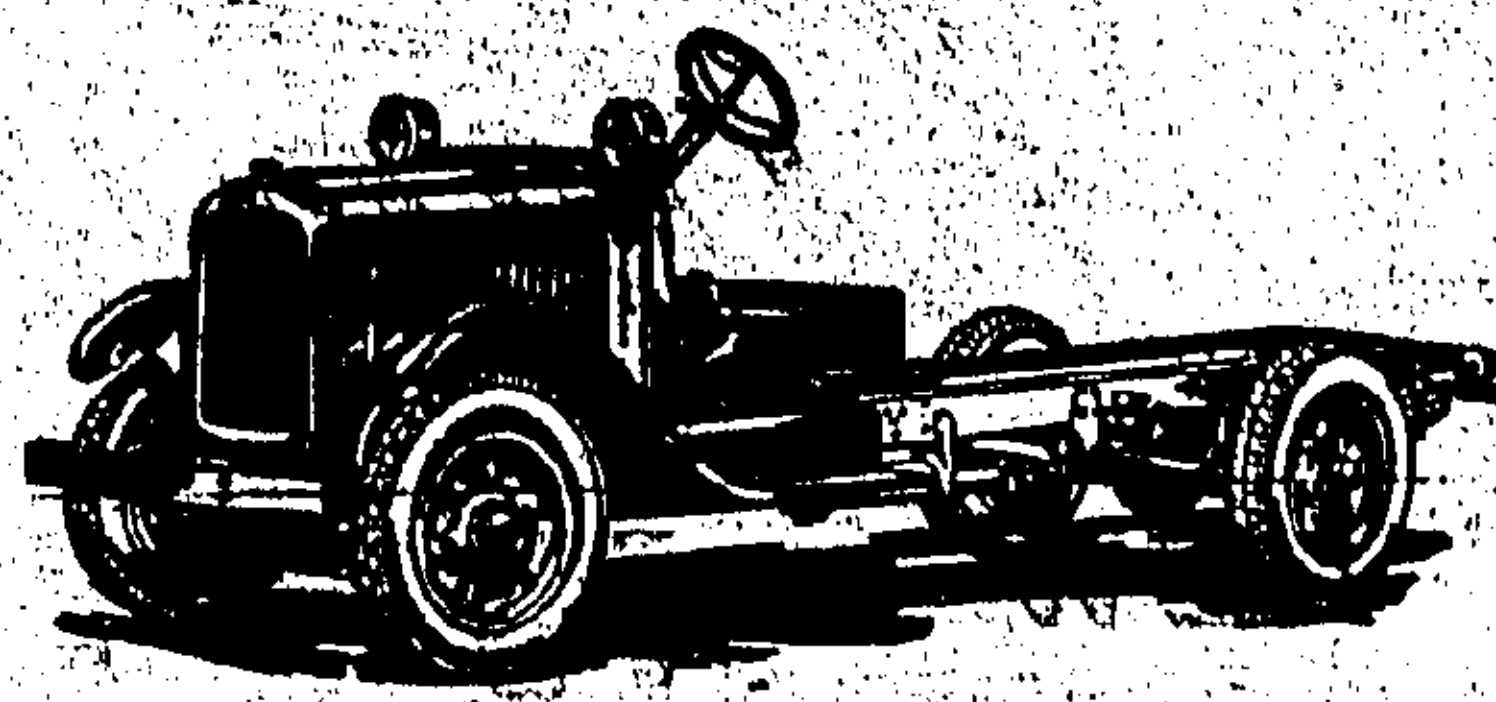
All minor roads en route will lead up to them, and at all points where there are cross-roads there will be a perfect system of signalling.

The great advantage of such roads will be that there will be no villages and towns to pass through, though special side roads will lead to the various places en route.

It is felt that if motor traffic increases in the next few years as it has done in the past half-dozen years traffic on the existing kind of high roads will become impossible, unless the scheme of special automobile roads rapidly materializes.

Tourist traffic has during the past two or three years increased to such an extent that the railways are

sung "Get Out and Get Under" and that it is possible to own an automobile that will give day-in and day-out service with minimum repairs for thousands and thousands of miles. That's what motorists want and that's the sort of service The Commander gives. The test proves this beyond all doubt."

GENERAL MOTORS (G.M.C.) TRUCKS

Type T-50 Trucks are powered with the famous Buick Master Six valve-in-head motor—six 3¼" by 4½" cylinders—274 cubic inches piston displacement—R. A. C. Rating 29.40 H.P.—develops 61 H.P. at 2,000 R.P.M.—77 H.P. at 2,800 R.P.M.—20" wheels—34 x 4 Solid Tyres on the front wheels, 34 x 7 Solid Tyres on the Rear Wheels—Pneumatic Tyres optional at extra cost—four-wheel brakes—605 square inches braking area. These Model T-50 Trucks have a maximum payload capacity of 6,000 pounds and are available in the following chassis models:

T-50-T Tractor 123" wheelbase	.....	G\$2,425
T-50-A chassis 136" wheelbase	.....	G\$2,385
T-50-B chassis 150" wheelbase	.....	G\$2,395
T-50-C chassis 162" wheelbase	.....	G\$2,410
T-50-D chassis 175" wheelbase	.....	G\$2,490
T-50-E chassis 188" wheelbase	.....	G\$2,540

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice. General Motors Trucks are supreme in flexibility and in endurance. Equally remarkable are the low prices which are only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) chassis are available in payload capacities ranging from 1,000 to 20,000 pounds—A Truck for Every Purse and Purpose."

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD. ... HAPPY VALLEY.

finding it difficult to cope with. It is therefore necessary to add to travel facilities by creating these great motor highways.

Tourists who bring millions of francs to France will, it is believed, appreciate this mode of travel, as it will enable them to see much more of the country than they would otherwise.

Plans for the construction of motor roads in England have been put forward at various times in recent years.

A London-to-Birmingham motorway, to be carried through by private enterprise at a cost of £6,500,000 has been proposed. Lord Montagu of Beaulieu has also given details of a private project for constructing a motor road from London to Manchester, to cost £15,000,000.

A projected motorway from London to Liverpool met with opposition from the railway.

The Northern and Western motorway from Coventry to Manchester, linking up Birmingham and the industrial Midlands, has also been put forward.

In February 1925 the Minister of Transport foreshadowed the construction of a long stretch of main road, parallel to one of the country's great trunk roads, for experimental purposes.

A £2,500,000 scheme to construct a special road from London to Brighton for motor vehicles only, with 40 miles of special track obtained the support, in April 1925, of a new company to carry it out.

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DOLLAR DAY

NEW SPONGE BAGS.

Vulcanized Rubber with cloth lining. Outside pockets for soap and tooth brush.

Colours: Green, Mauve, Blue and Red.

Size: 9 x 10 inch.

One Dollar each.

RUBBER SPONGES.

Large size rubber sponges, in square or oval. Red and assorted colours.

Really splendid value.

One Dollar for two

BATH SOAP.

Large size round bath soap. Assorted makes and perfumes. Made from pure ingredients.

One Dollar for 3 cakes

THE "SLIMFIT" BRASSIERE.

Made in white cotton mesh. Well cut. Washable and good fit.

Sizes: 32 to 40 inch.

One Dollar each.

THE "DEVON" TEAPOT

Superior brown earthenware. Nicely decorated. Holds seven cups of tea.

One Dollar each.

THE "CHALET" TEAPOT

Fine white fluted china of pleasing design. Holds five cups of tea.

One Dollar each.

THE "ASCOT" Full end Tie.

A well-cut tie in a great variety of designs and colours.

Specially made for us to sell at.

One Dollar each.

NAIL BRUSHES.

English made nail brushes. Strong bristles. Square or oval.

Special value

One Dollar for 4

THE "MAZELLA" CREPE TOILET ROLLS.

Chemically pure. The best value ever offered.

One Dollar for six

LADIES' HANDKERCHIEFS.

Fine white lawn, with h.s. border. A useful line for everyday use.

One Dollar per doz.

THE "HANDY SET"

FOR
YOUNG STUDENTS.

Complete set of drawing and mapping instruments: pens, pencils, penholders, compasses, etc.

Put up in neat box.

One Dollar each.

WRITING CASES.

Strong imitation leather writing cases. Complete with penholder, stationery, etc. Can be supplied in brown, red, blue and green.

Very useful for school children.

One Dollar each.

SCENT SPRAYS.

A very nice line in glass scent sprays. Very neat design. Rubber tube and bulb.

Limited quantity only.

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Contains 225 sheets cream wove ruled Bank paper. Complete with blotting paper in cover.

One Dollar for two.

THE "COMFY" VEST.

Children's ribbed Cotton Vests. Fine wove. Good wearing. With or without sleeves.

All sizes at one price.

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Made of fine ribbed cotton. Opera top. No sleeves. All sizes.

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In all sizes and colours. Pure silk. Fully reinforced in wearing parts.

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HONGKONG.

MOSCOW AND GREAT BRITAIN.

COMMUNISTS' NEW POLICIES.

(By J. Baker White, in the Morning Post.)

As was recently pointed out by the Labour Correspondent of the Morning Post, the leaders of the Communist Party of Great Britain, and consequently of the National Minority Movement, are in Moscow's bad books at the present time. At the Fifteenth Congress of the Communist Party of the Soviet Union, Bukharin said that they had been guilty of committing "pronounced opportunistic blunders," and he put it quite plainly he told them that they had made a mess of things during the past year. It is difficult to discover quite definitely whether the Moscow rate of relief to the Communist Party and the Minority Movement was reduced as a result of Bukharin's stern reprimand, but things have not been going at all well since the New Year. The flow of Red propaganda in industrial areas has waned considerably, the factory and pit papers and the Communist Press as a whole appear to be in a decline, and a spirit of depression is abroad amongst the officials of the movement.

Many people at the present time are wondering whether 1928 will witness the complete collapse of the Communist Party and the other Bolshevik-controlled movements in this country, and in some quarters this is taken as a foregone conclusion. I am not inclined to subscribe to this optimistic view, for I believe that as a result of the dismal failure of the Communists to build a "mass party" and of the Minority Movement to produce another stoppage in the mining or any other industry, a distinct change will take place in Moscow's "British" policy during the next few months. I submit, with all humility, that this year will see two changes—the continued decline of the Communist Party of Great Britain, the National Minority Movement, and possibly the Left Wing Group Movement, and on the other hand increased activity on the part of the "I.C.W.P.A." the Friends of Soviet Russia, and the "S.C.R."

Real Objects Revealed.

The International Class War Prisoners' Aid (I.C.W.P.A.), known in Europe as the International Red Aid, is the British Branch of the M.O.P.R. (Mejdmordnoe Obshchestvo Pomochi Rabochim). This organisation was founded by the Third International in 1922, with the published object of providing support for imprisoned revolutionaries and their families in all countries (except in Russia), but its real objects are far more important. The British Branch was established in 1925, and on September 14, 1925, a letter was sent from the Executive Committee of the International Red Aid in Moscow to the Central Committee of the Communist Party of Great Britain, urging the importance of the movement, and giving the following explanation of its real purpose:

"The M.O.P.R. is not established merely to assist prisoners and their families, but has definite political objectives.

"(1) The increasing of the class consciousness of the masses.

"(2) The 'internationalisation' of the masses.

"(3) The creation of a wide non-party organisation which shall draw into its ranks large masses of workers, united on a political objective—the defeat of the White terror, i.e., the overthrow of Capitalism.

It also said: "The I.R.A., particularly through its individual membership section, gives the (Communist) Party an additional means through which the Party can reach the masses. These extracts would seem to contain the essence of the plot at present on foot. The Communist Party, with its definite and extreme political programme, has failed to attract the British workers to the cause of revolution, so another method is being brought into play, the "sob-stuff" method, backed up by such slogans as "Release the Class-War Prisoners" and "Open the Prison Gates."

A New Movement.

The Friends of Soviet Russia is an entirely new movement in this country, and is a result of the visit of the so-called "Workers' Delegation" to Russia in October last. It has its headquarters in the offices of the Labour Research Department, and district committees have already been set up. Their purpose is to arrange for Labour Parties and other bodies to be addressed by members of the delegation that visited Russia, and it is quite evident that its formation is part of the "cultural" propaganda campaign instituted by the Communist International with the

TUTANKHAMEN FINDS.

BOATS FOR JOURNEY TO HEAVEN.

A QUEEN'S HAIR.

Calco, Feb. 5.

Mr. Howard Carter has issued a new report on finds in the tomb of Tutankhamen. The season's work comprised the removal of the contents of the third chamber, and the clearance of the fourth chamber.

The only objects now in the tomb are sections of the sepulchral shrines and the larger portions of the canopic canopy, the removal of which is a difficult task.

Among the principal contents of the third chamber are a flotilla of eighteen model ships, including craft rendering the dead independent of celestial ferryman to the fields of the Blessed.

But the most magnificent discovery was that of the Canopic canopy and chest containing the Royal viscera. The canopy is supported by four posts upon a sledge, with four statuettes of tutelary goddesses, their arms outstretched guarding their charge, the whole gilded and surmounted by rows of brilliantly inlaid cobras. Beneath stands a translucent alabaster Canopic chest with a gold dodo, resting on a silver-handled sledge, which contains in four receptacles the viscera of the King.

Miniature Gold Coffins.

On each receptacle's cover is sculptured an alabaster figure of Tutankhamen, below which are four miniature inlaid gold coffins, each a perfect replica of the great gold coffin containing the royal mummy. Inside these gold coffins were the viscera preserved and wrapped mummiform, the whole being a perfect culmination of goldsmiths and jewellers' art.

Mr. Carter has also found another nest of miniature coffins containing the Royal Family heirlooms, such as a gold statuette of Amenhotep III. and a lock of hair of Queen Tyi.

The contents of the fourth chamber were found to be in hopeless confusion.

ROYAL OPERA HOUSE.

SAFETY OF PUBLIC AND THE PERFORMERS.

The Lord Chamberlain, the Home Secretary, and the London County Council Theatres and Music Halls Committee have been considering questions relating to the safety of the public, and of the performers and staff of the Royal Opera House, Covent Garden.

A report by the L.C.C. Committee says that at a conference on the subject last month, the suggestion was made, and agreed to that an independent architect should be appointed to decide any points of difference that might arise in regard to a scheme of improvements, and that the cost should be shared equally between the Council, the Grand Opera Syndicate, and the Lord Chamberlain.

object of misleading people into thinking that Soviet Russia is an earthly Paradise for the workers.

The "S.C.R."—the Society for Cultural Relations with the Union of Socialist Soviet Republics—is also engaged in the Soviet "cultural" campaign, but it devotes its attention to the "bourgeoisie" and the "Intelligentsia." The names of many well-known persons, some of them not even Socialists, appear on the literature of the S.C.R., and they may think it unjust to link up their organisation with Moscow. The fact remains, however, that the S.C.R. is the British Branch of V.O.K.S., with its offices at 6, Malala Nikitskaya, Moscow, which is an auxiliary organisation of the revolutionary machine, specially designed for Soviet propaganda amongst the "Intelligentsia," and for watching over the relations between Russian savants and their foreign friends.

What will be the results of these new moves that seem to be taking place in the Bolshevik campaign against the British Empire? It is as yet impossible to say, but it is to be hoped that the people of this country will realise the real purpose of the International Red Aid, and will not digest the propaganda of the S.C.R. and the Friends of Soviet Russia without first ascertaining the real facts of the case. Nor must it be forgotten that the Communist International is attacking us in the East as well as in the West, for an intensified campaign has been embarked upon for 1928, with special reference to India and Persia. It is dangerous policy to regard the Bolsheviks as a spent force.



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Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

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SHANGHAI.

HONGKONG.

The Very Idea!

Doctor—"I'll have to charge you twenty shillings for improving your hearing."
Aberdonian—"What?"
Doctor—"I say your bill is twenty shillings."
Aberdonian—"A canna hear ye."
Doctor—"Then I won't charge you anything."
Aberdonian—"Thank ye, doctor."

According to a famous artist who is also an authority on dress, women are to wear "witty" clothes this season.
Under a faint Paris hat a modest maiden smiles—
An unsophisticated miss, devoid of modern wiles.
With mind as blank as any girl's throughout the British Isles.
Day in, day out, from morn till night, she answers "Yes" or "No."
Her most original remark, so far, has been an "Oh!"
(Some day, perhaps, she'll meet a goose and try to murmur "Bo!")
But what of that? Her milliner is skilled to a degree.
Investing her creations with such personality
That every model simply bursts with wit and repartee.

A message from Grenoble gives details of the singular suicide of a bride aged 46 years.
She plunged a knife into her breast, but the blade did not pierce her heart. So, holding the shaft in one hand, she hammered the knife in with the other.
When the body was found the heart was practically divided.

Rear-Admiral Anstey, in a dangerous driving case at Hendon: Could you put the helm right over—I mean the wheel.

Willowden woman: My tenant assaulted me, because he says I only live on boiled eggs. What is it to do with him what I eat?
Willowden woman: At Willowden: A summons, please, against a man for defiling my door.

Midland man: Just as he drew back, my pal hit him under the jaw and he began to sing.
An employee of the local council, summoned at Tipton, Staffordshire, for arrears of rent, was told by the chairman of the magistrate, who is also a member of the council, that he must pay or be discharged from his work.

Highgate man: I was working for eighteen months in 1923.
Brentford magistrate, to a man who asked for time to pay: What have you? Man: A wife and family: Magistrate: They are no use to us. Pay on Friday.

The two men arrested in the crypt of St. Martin-in-the-Fields, Trafalgar-square, Francis H. Wyatt, 26, ship's cook, and John Laxton, 18, kitchen porter, were charged on remand at Croydon with having obtained £2 by menaces on January 7 from John Muscleville, a baker's roundsman. Muscleville gave evidence in support of the charge, and evidence was then given on a second charge of breaking into a house in Ena-road, Norbury, and stealing goods worth £20. Horace Kingston, the prosecutor in this case, said that a week before the robbery he saw Wyatt and Laxton in the crypt of St. Martin's and got them to help him to take some bulky articles home. He allowed them to make themselves comfortable for the night, in front of the drawing-room fire, and next day they gave him some help packing goods. The following night the house was broken into. Both defendants were committed for trial.

A politician was constantly being interrupted by cries of "Speak up!" "Louder!" from one of his audience.
Fixing his eyes on the offender, the candidate said, calmly and impressively:—"I do not propose to raise my voice, because I think the ears of the gentleman who interrupts me are quite long enough to hear at that distance."

Television "movies" will be a commercial fact within a year.—Mr. L. G. Hutchinson.
A man without a wife should have money in the bank.—Mr. Green (Tottingham Magistrate).
There is much more kindness and tolerance; London nowadays is teeming with good words.—Sir Oliver Lodge.
It is only too easy for a country to get into a mess. It is agonising work to get it out of one.—

I wonder when youth will learn that marriage is a man's job, and the responsibilities thereof a giant's.—Mr. J. A. P. Cairns.
I am firmly convinced that many a long year—a stretch of at least another century—will pass away before there will be any danger of having to fight.—Lord Cusheadun.

DAIRY FARM CO. PROGRESS.

CHAIRMAN REVIEWS HISTORY.

HOW COMPANY'S OPERATIONS HAVE EXTENDED.

STRIKING FIGURES.

Some striking figures relating to the growth of the Hongkong Dairy Farm, Ice and Cold Storage Co., Ltd., were given at the annual meeting of shareholders, held at noon to-day, by Mr. T. G. Weall, who presided.

In the course of his speech, Mr. Weall said:—The profit on Working Account for the year ending 31st December, 1927, amounts to \$684,879.78, which constitutes a record for the Company. Depreciation on buildings and plant has been allowed for on the usual scale, amounting to \$119,435.79 and your Directors consider it advisable to write down value of investments by \$212,232.06, thus bringing this account in line with market value at the close of the financial year which is in keeping with the conservative policy of the Company and will no doubt receive your full support.

Bankruptcy Echo.

On this occasion, a larger sum than usual, viz. \$14,771.20, has had to be provided for bad and doubtful debts, and in explanation I would say that this is almost entirely due to the bankruptcy of the caterer to an old and valued client whose account, while kept in his own name, we were led to believe was perfectly well secured. Had it been otherwise, credit to such an extent would certainly not have been permitted. After deducting the above sums and other usual charges against our profit, there remains the sum of \$238,540.09 which, with the balance of \$28,064.70 from previous account, leaves the sum of \$266,604.79 to be dealt with at this meeting.

Your Directors recommend payment of a dividend of \$1.25 share, absorbing \$250,000, leaving balance to carry forward to new account of \$16,004.79, with which, I trust shareholders will concur. There are very few changes in the balance sheet that require comment. Cattle appear at a conservative valuation as usual; \$24,433.67 has been spent on new construction, chiefly a new feed store at the farm; and ice plant and machinery has increased by \$74,455.61, almost the amount of depreciation, due to installation of a new ice plant, to increase the output.

Staff Tributed.

I feel sure that in view of this record you will endorse a bonus to the staff of 16 per cent. on their salaries in recognition of the hard work and loyal support given. I need not remind you that the successful handling of fresh supplies, such as meat, milk and butter, requires calls upon our staff at all times of the day and night, while the care of a large herd of cattle means that our staff at the farm are never released from duty. The herd is in excellent condition and in this respect much is due to the hard work and constant attention of the farm staff whose careful feeding and research work is showing excellent results both in increased milk yields and prevention of diseases. Your property and plant have been maintained in their high state of efficiency which is essential in the interests of public health.

Record of Growth.

I will not weary you by a lengthy recital of the progress of the Company, but a few figures may be of interest. From a small but brave start under the guidance of the late Sir Patrick Manson, then a local practitioner, with a capital of only \$25,000 and a herd of 100 cattle, the farm came into existence in 1886. After a somewhat precarious existence, an outbreak of rinderpest in 1896 carried off the whole herd and the Company had to be reconstructed. Dr. Noble, assisted by Mr. Walker, our former Manager, taking the initiative. The new Company which started with a Capital of only \$50,000 has been gradually increased to the present figure of one and a half millions.

From providing milk only, for the small foreign community, the activities have expanded and now comprise an output of milk of over 1,000 gallons per day from a herd of 900 cattle; fattening poultry for the table, rearing pigs for our ham and bacon trade and shop use, turkeys, and other stock in season. In addition to milk we provide fresh cream, ice cream, cream cheese, "Dunstyle" cheese, special milk for infants, invalids, etc. From our cold stores, we provide ice, butter, all kinds of meat, fish.

(Continued on Page 10.)

CRACKER FIRING NUISANCE.

SINGAPORE CASE RAISES INTERESTING POINTS.

REGULATION POINTS.

In a case of letting off crackers within prohibited hours that came before the Third Police Magistrate (Mr. C. H. Dakers) on Thursday it was argued by defending counsel that to "adjoin" a public road a house must be contiguous to it.

At the conclusion of the case it was stated that defendant had not been aware that the Ordinance applied to occupants in houses set back in compounds.

Mr. J. G. Campbell, for the defence, stated that the charge had reference to any person letting off crackers "in or near a public road." "In or near a public road" was defined as all places within 10 yards of a public road. That did not affect the case.

"Near a public road" was further defined as when a person let off crackers in a verandah near a public road, or from doors or windows overlooking a public road, or in the curtilage of a house adjoining the public road.

Counsel quoted cases in support of his contention that to "adjoin" a public road a house must be contiguous to it.

In the Days of Horse Traffic.

There was the further point that the Ordinance was drafted in the days when there were no motor cars and was directed against the danger to horse traffic of the practice of firing crackers in the streets or from shopfronts overlooking the streets. With the passing of the years, and improvements in the composition of fireworks and consequent greater volume of explosion, the practice came to be regarded as a nuisance from the point of view of the noise it caused, but that was long after the Ordinance was drafted.

Counsel argued that the word "adjoining" in the passage "in the curtilage of a house adjoining the public road" referred to the house and not to the curtilage.

Counsel instanced the case of Government House, assuming it was a private dwelling. The curtilage at parts adjoining the public road: could an offence therefore be said to have been committed by a person who let off crackers on the lawn in front of the house? It was obvious, quite apart from the construction, that "adjoining" referred to the house and not to the curtilage.

The D.P.P. (Mr. N. H. P. Whitley) argued that in the first instance there was no evidence as to the nature of the mischief contemplated by the Ordinance. It was merely directed against fireworks: there was nothing to show that the drafters had in mind the frightening of horses on the streets, and Mr. Whitley could not remember the time when the firing of crackers was not regarded as a nuisance from the point of view of the noise they made.

Mr. Whitley agreed with defending counsel's submission that to "adjoin" a public road a house must be contiguous to it.

Magistrate's Ruling.

The magistrate expressed the view that the section was obviously meant to refer to a case like that before the Court. There was

AMOY BOYCOTTS JAPANESE.

SEQUEL TO KOREANS' DETENTION.

JAPANESE SHIPS UNABLE TO DISCHARGE CARGO.

WHAMPOA CADETS.

The Chinese in Amoy have decided to call a boycott of Japanese goods, according to a brief telegraphic message received by a Hongkong vernacular newspaper.

The message states that this decision was reached at a largely attended meeting of Chinese, and although the date of the commencement of the boycott was not decided upon, it is said that this will be announced later by the Japanese Boycott Society.

It is further added that a Japanese steamer which arrived in Amoy yesterday was unable to discharge her cargo on account of the anti-Japanese feeling, and that she had to leave port without unloading.

The reason for the proposed boycott is not given in the message.

On Way to Nanking.

Later information secured by a Telegraph representative shows that behind the new boycott lies an interesting story which has to do with the Military Academy at Whampoa.

It will be recalled that on the proposed reorganization of the Whampoa College by Marshal Li Chai-sum, a number of the students have been permitted to leave for Nanking where a similar College was intended to be established by Marshal Chiang Kai-shek. Amongst the students were a few Koreans, who, of course, are Japanese subjects.

While en route to the Nationalist capital, the Koreans passed through Amoy, and a startling development occurred when they were detained by the Japanese Consul at that port. They were able to enlist the sympathy of their Chinese colleagues who stimulated anti-Japanese feeling already existent at the port.

Business Affected.

It was a simple matter for the Japanese Boycott Society to exploit the new development to the utmost, with the result that Japanese ships arriving at Amoy were unable to discharge their cargo, while Japanese business was considerably affected.

The O.S.K. Kaijo Maru, arriving at Amoy from Hongkong on the 4th instant, the day following the detention of the Korean students, was compelled to return here on being unable to discharge her cargo.

The trouble is at present confined to Amoy.

Full particulars of the situation are being brought down by the Menago Maru which met with a similar experience to that of the Kaijo Maru when she arrived there from Keelung.

ample time for defendant to have fired his crackers without infringing the regulations.

Mr. Whitley intimated that he had no wish to press the case. He had appeared merely to support a principle.

The magistrate imposed a fine of \$5.

NOTED AMERICAN'S DEATH.

MR. RODMAN WANAMAKER PASSES AWAY.

New York, Mar. 9. The death is announced of Mr. Rodman Wanamaker, the proprietor of the famous Wanamaker stores.

—*Reuter's American Service.*
Born in Philadelphia, the late Mr. Rodman (Lewis) Wanamaker, was the president of John Wanamaker's store in New York and in Philadelphia and was resident manager for the stores in Paris for ten years. He was a trustee of the Mutual Life Insurance Co. of New York, a member of the board of managers of Lehigh Coal and Navigation Co. and President of the First Penny Savings Bank, Philadelphia. He was also Consul General for Paraguay and Consul for Uruguay and the Dominican Republic at Philadelphia.

Three expeditions were sent by the late Mr. Wanamaker to the West to study Indian life, the results of which have been deposited with the United States Government at Washington, D. C., while the art collection at Princeton U. was also presented by Mr. Wanamaker. He built the airship "America" which was wrecked in a storm in 1914, after which he constructed a second "America" which became the property of the British Government after the opening of the Great War.

The late Mr. Wanamaker also took a keen interest in the Police Reserves and held several positions in the Department while he had served on numerous reception committees. In 1918 he was appointed a member of the Governor's Staff with title of Colonel. He was the proud possessor of the following decorations:—Commander of the Royal Victorian Order (British), Grand Officer of the Order of Leopold II. (Belgian), Commander of the Legion of Honour (French), Commander of the Order of St. Sava (Serbia) Commander of the Order of the Crown (Italian).

Travellers in Germany who are willing to buy a first-class ticket for each member of their party and twelve additional tickets can have their own parlor car attached to any through train. As first-class travel is only four cents a mile, the privilege is often used.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*. Answers, for those who need them, will be found on Page 16 of this issue.

- 1 In what British Dominion is it proposed to create an inland sea to irrigate a million acres of land, and how?
- 2 How many telephones were in use in the London area on December 31, and how many calls were made last year?
- 3 Who is "the Black Elijah" for whom a vessel is being built in England?
- 4 What Englishwoman has spent thirty-six years among lepers, and where?
- 5 What does "Yuletide" mean, and what was its origin?
- 6 Where in Fleet-street is there a statue of Queen Elizabeth?
- 7 Who owns the copyright in the Bible and Prayer-book?
- 8 What remarkable census is shortly to be undertaken by English scientists?
- 9 When was the last time that Britain employed a Foreign Legion?
- 10 When was the first bridge built on the site of London Bridge, and how long did it last?
- 11 Why is a district of London called Kenilworth Town?
- 12 Where and why has a bishop just been sent to prison for ten years?

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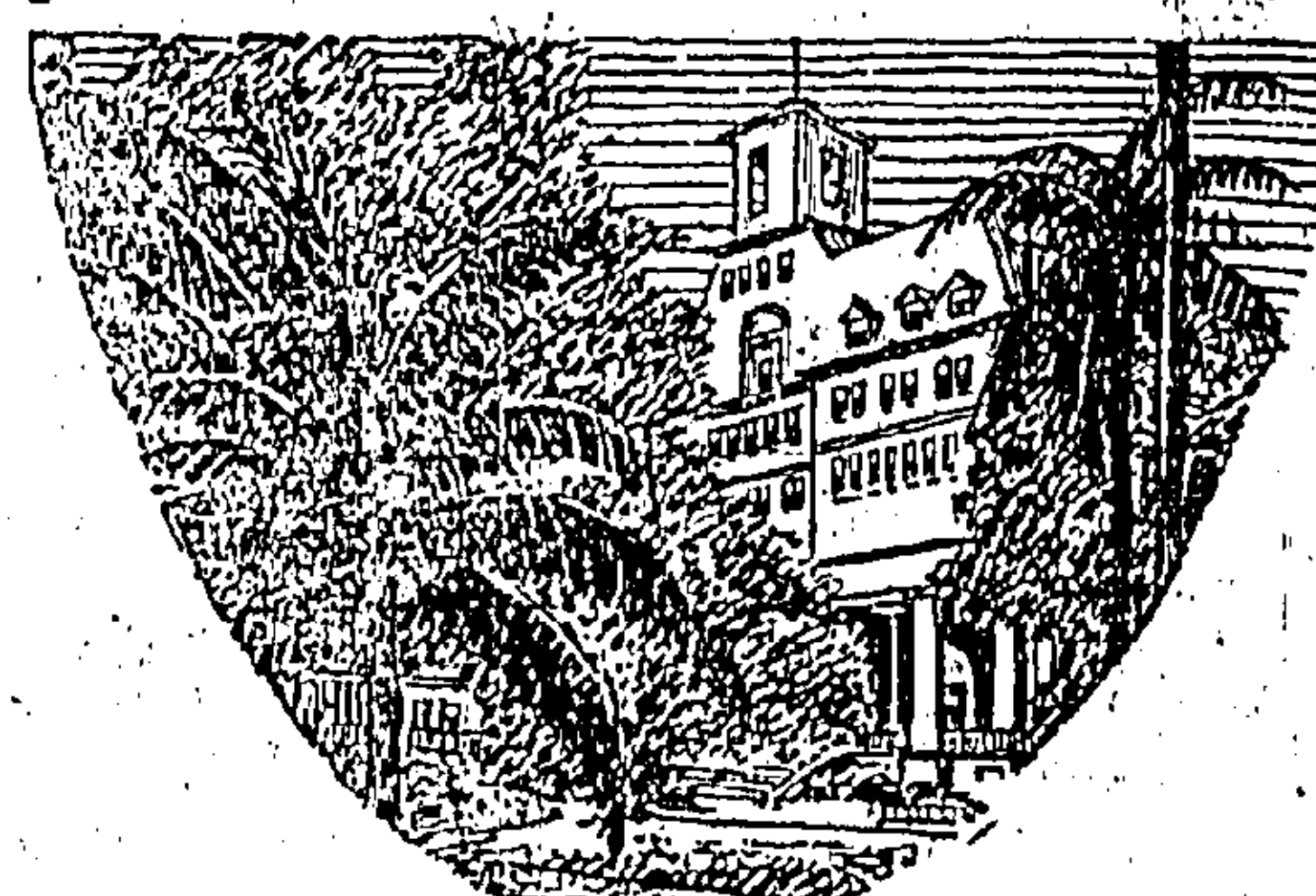
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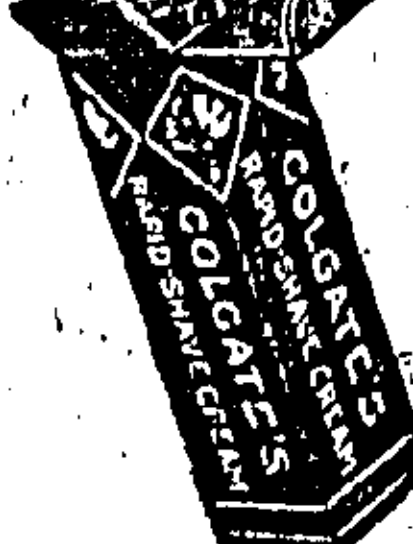
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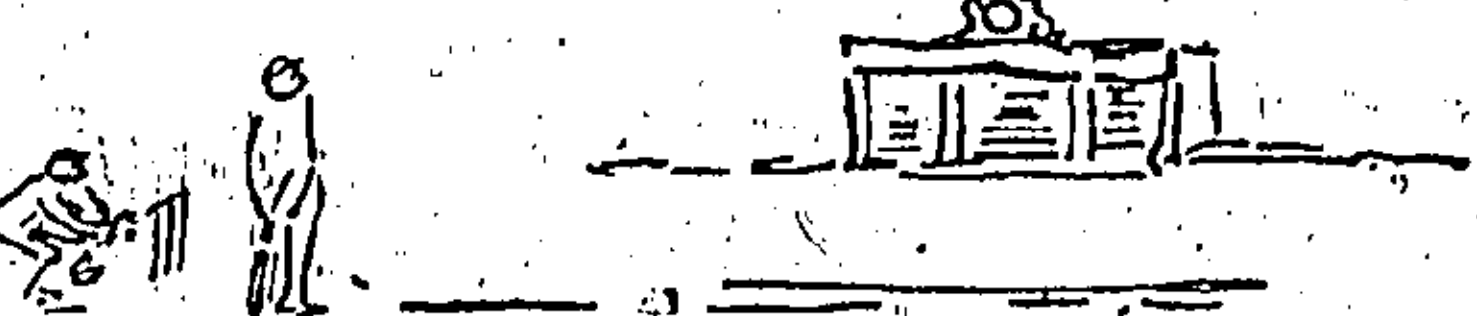
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HONGKONG CHAFF.

By B. R.-B.

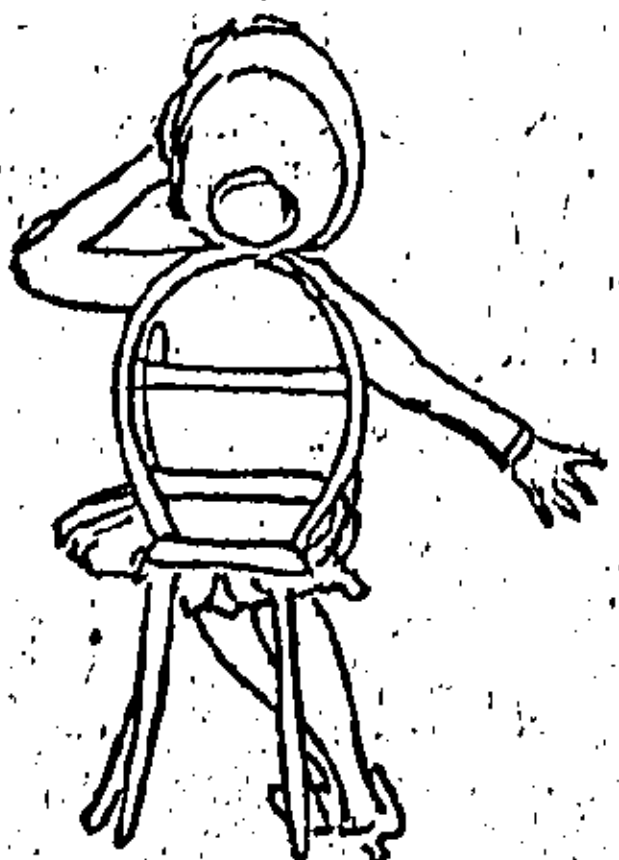


To this well-known pavilion

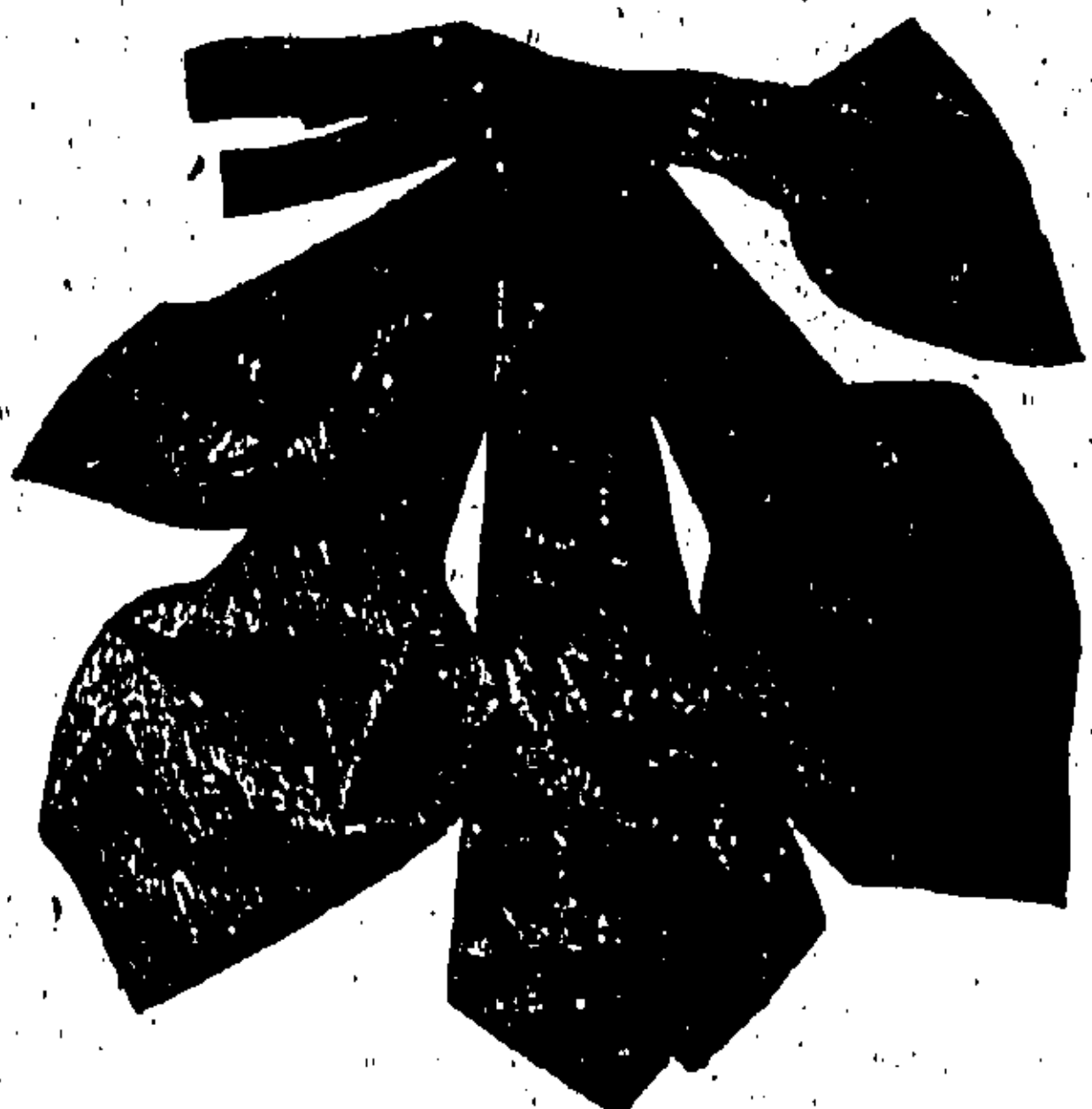
They go by the million

To watch the cricket

But I can't stick it!



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is Page 3 of the

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Hongkong.



Signalman Morris, who meets Stoker Morrell in the main event at tonight's boxing tournament.



Above are seen the Hongkong Police team (in white) and the Royal Artillery eleven which met on Wednesday in the semi-final of the Football Shield Competition. The Police won by three goals to one. (Photo: Welcome Studio).



Stoker Bob Reynolds, who will be fighting Jose Pintos da Silva in a ten-round middleweight bout to-night.



A striking action picture in the Shield semi-final between the Hongkong and Kowloon Football Clubs, showing a tackle between Black and Muir. (Photo: Mee Cheung).



Kowloon attacking in the Shield semi-final against Hongkong F. C. Northey is seen in possession, with McBride coming across to intercept. (Photo: Mee Cheung).

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$1230 b.
Chartered Bank, \$214 b.
Mercantile A. & B., \$234 n.
P. and O. 491 n.
East Asia, \$72 sa.

Insurances.

Canton Ins., \$662 b.
Union Ins., \$332 sa.
North China Ins., Tls. 143 n.
Yangtze Ins., \$461 b.
China Underwriters, \$220 b.
China Firs, \$215 n.
H. K. Fire Ins., \$735 b.

Shipping.

Douglas, \$411 b.
H. K. Steamboats, \$271 b.
H. K. Tugs, \$280 sa.
Indo-Chinas, (Prof.) \$35 sa.
Shell Trans., 30/- n.
Union Waterboats, \$20 n.

Mining.

Bonguets, \$21 n.
Kallans, 66/- n.
Langkats, Tls. \$181 sa.
S'hai Exploration, Tls. 2.75 b.
Rauba, \$42 b.
Tronchs, 17/6 b.

Docks, etc.

Kowloon Wharves, \$142 sa.
Whampoa Docks, \$481 n.
China Providents, \$640 sa.
Hongkows, Tls. 164 b.
New Engineerings, Tls. 4.70 b.
Shanghai Docks, Tls. 99 b.
Cottons.

Ewo Cottons, Tls. 9.20 sa.
Orientals, Tls. 2.15 b.
S'hai Cottons, Tls. 60 (old) b.
Lands, Hotels, etc.
H. and S. Hotels, \$91 sa.
H. K. Lands, \$671 sa.
S'hai Lands Tls. \$131 b.
Humphreys, \$142 b.
Realities, \$8.90 b.
Territorials, \$11 n.

Public Utilities.

Tramways, \$261 sa.
Peak Trams, (old) \$12 sa.
Star Ferries, \$641 sa.
China Lights, (Comb.) \$18 sa.
H'kong Electric, \$742 sa.
Macao Electric, \$21 b.
Telephones, \$4.45 b.
China Buses, Tls. 61 n.
Singapore Traction, 11/9 b.

Industrials.

China Sugars, \$10.50 b.
Malabons, \$271 n.
Canton Ice, \$4 b.
Cements (Comb.) \$12.65 sa.
Ropes (Old) \$9.40 sa.
United Asbestos \$10 sa.
Stores &c.
Dairy Farms, \$22.10 b.
Watsons, \$12.60 b.
Der A. Wing, \$3 sa.
Lane Crawfords, \$31 n.
Mackintosh, \$22 sa.

DAIRY FARM CO. PROGRESS.

(Continued from page 9.)

etc., which are distributed to the public through no less than six branch stores conveniently situated to meet public demands.

Many Ports Served.

Through our shipping department we provision the leading mail and other lines of steamers calling at Hongkong and through our subsidiary or affiliated Companies, we are able to also serve the public in Canton, Macao, Shanghai, Hankow, Tientsin, etc. Our East Point cold stores have a total capacity of 4,000 tons where can be seen a miscellaneous assortment of goods from carpets and furs to fresh eggs, vegetables, fruit, &c., which we store for clients. With the additional plant now being installed, our output of ice will be sufficient to take care of all demands for some years to come.

In many of our stores, our friends, Messrs. Lane, Crawford, Ltd., co-operate so that it is possible for practically all necessities for the table to be procured under one roof, without the inconvenience of going from store to store.

Compared with 1907, our turnover has increased by 800 per cent, and it is this quick turnover that enables the Company to retail at prices which the ever increasing demands upon us show to be favourable.

During the year Messrs. A. S. D. Cousland and J. J. Paterson resigned on leaving the Colony and the Hon. Mr. J. Owen Hughes and Mr. A. B. Stewart have been invited to fill the vacancies.

PREPARED TO ATTACK.

NORTHERN FORCES READY.

Peking, March 9.
Chang Hsueh-liang and Yang Yuting have returned from Pao-tung after an extensive tour of inspection of all the Fengtien forces on the Kihnan front. It is freely reported in Fengtien circles that the North is prepared for an offensive against the Kuomintang. It is stated that Sun Chuan-fang has concentrated 70,000 men between Yenchow and Taining and as soon as he launches an attack against the Kuomintang the Fengtien forces on the Kihnan front will join in.—Reuter.

Sinceres, \$91 b.
Wm. Powells, \$5 n.

Miscellaneous.

Amusements, \$291 b.
Constructions, \$11 n.
B'quo Ind. G. Bonds, 60% b.
H. K. G. Loan, 6% Prem.

RUBBER FACTORY GUTTED.

BIG BLAZE OCCURS IN SINGAPORE.

A rubber factory on the Bukit Timah Road was burnt to the ground and a considerable quantity of rubber destroyed last night, says the Straits Times of Saturday last.

This was one of the largest factories on the island, and the fire was one of the most spectacular that has ever been seen here. It was watched by many hundreds of people, despite the fact that the blaze did not get well under way until after midnight, and the road in the vicinity was choked with motorcars.

The Fire Brigade received a call at 12.30, and one engine was immediately sent out. When the officers arrived the whole factory was alight from end to end and the roof had fallen in, and the Fire Brigade Superintendent is at a loss to explain why some of the spectators did not give a warning sooner, as the fire must have been in progress some time before the call was received from the Bukit Timah police station.

A trailer pump was subsequently sent out, with a view to facilitating the operations at the back of the building, but there was no hope whatever of saving it.

Canal Pumped Dry.

The only available water supply was the Bukit Timah canal, and

it was not long before this was pumped almost dry. The stream then had to be dammed, and some time elapsed before the pumps could get to work again. In any case the rubber was well alight, and there was no chance of saving it.

The factory, which was a three-storied building about one hundred and fifty yards long and fifty feet high, blazed fiercely for about four hours, after which the conflagration began to die down. The glare in the sky was seen from all parts of Singapore and from ships in the harbour, and the sky was obscured with drifting clouds of heavy smoke.

It was a sight to be remembered for a long time. The blaze was fanned by a light breeze, and as this veered around the smoke and flames swirled round in different directions with thrilling effect. One after the other the walls, which were composed of brick pillars and galvanised iron sheeting, caved in with a crash, and staircases and other parts of the interior could be seen tottering into the inferno. Even the ground appeared to be alight as the blazing rubber ran over it, and flames quickly licked up trees in the vicinity and destroyed them.

Adjoining Godowns Saved.

The firemen concentrated their efforts on saving several other godowns which were nearby, and they succeeded in doing so. The factory was rented by the Anglo-French Trading Company, who were the owners of the rubber inside it. When a Straits Times

\$50 FOR AN INVENTOR.

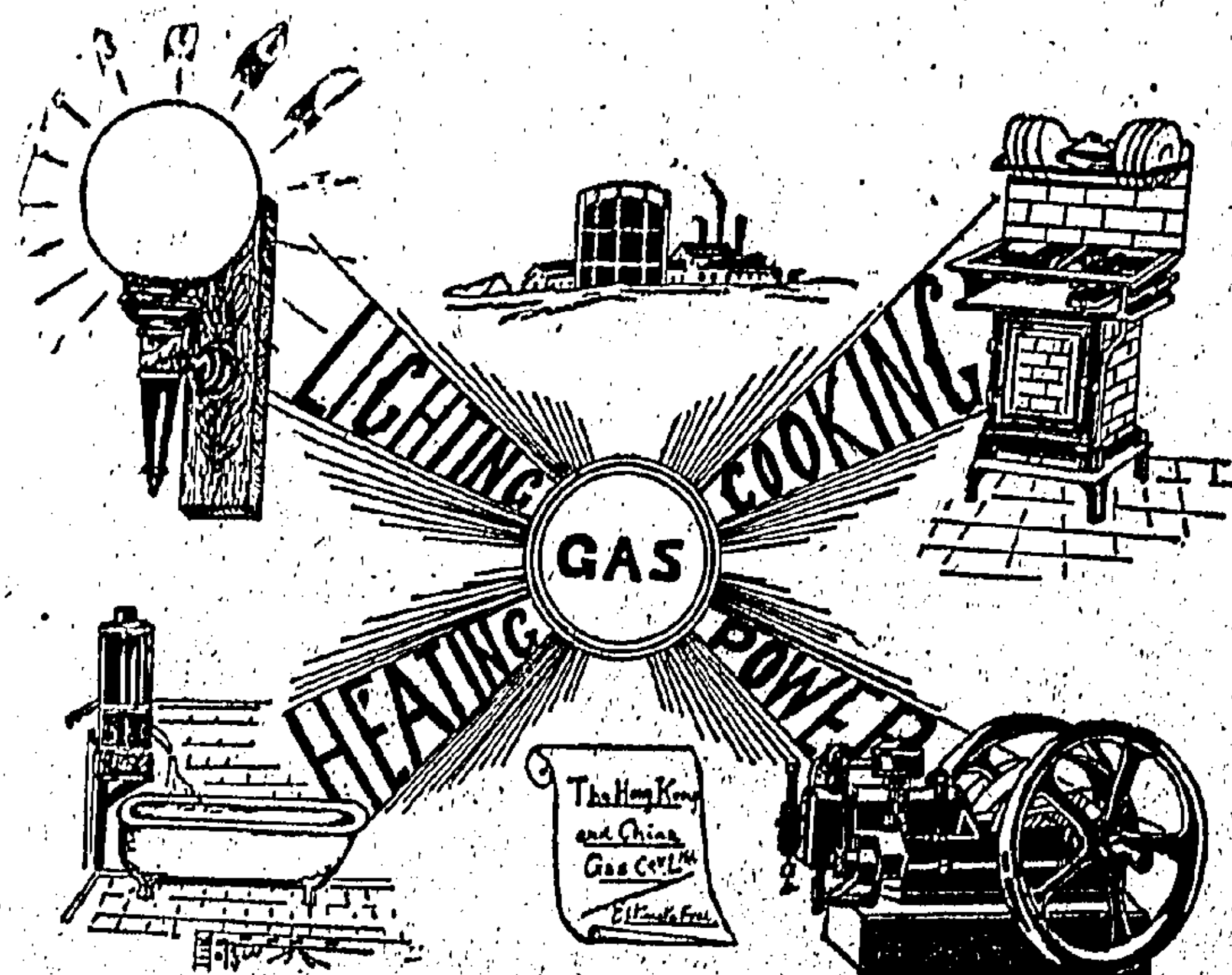
IMPROVED WORKING OF SANDBLAST APPARATUS.

Mr. T. W. Guyer, an assistant in the London County Council Chief Engineer's department, patented an invention for the improved working of sandblast apparatus in 1903. It has been used by the Council, who, in 1911, made a grant to Mr. Guyer of £50.

The General Purposes Committee report that "the saving in sick pay in respect of the Council's weights and measures offices, the staff at which formerly suffered from eye and lung trouble by reason of the escape of sand dust, must have been considerable during the nineteen years."

Restrictions imposed by the Council prevented Mr. Guyer from disposing of the full patent rights in an advantageous manner, and the General Purposes Committee now recommend that a further payment of £50 be made to Mr. Guyer.

representative called at the company's office the manager declined to state the amount of quantity of rubber that had been destroyed. However, he contradicted the rumours that the loss was very serious and stated that there was not a large quantity of rubber in the godown. The cause of the fire is not known.



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LOVELY HAND-BAGS
NOVEL FANCY GOODS
A. P. C. Building

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN.")

London, Jan. 26.
I hope you will not think I am giving you too many lace frocks, but actually there is a big difference between the one I had sketched for you last week and this one, for whereas the former was suitable for almost any occasion and simple as to style, this one is most distinctly a gala frock. Blow lace is the name of the material used for this delightful frock, and there is a metal thread running through the design, while gold embroidery bands come from front to side, as you will see. Summed up, this is a metal lace frock, and you could have it carried out in gold, silver or platinum.



num lace very effectively. The flaring cape and the uneven hem are quite the mode of the moment, apropos of which, of course you know that we are definitely, finally and absolutely assured that this season our evening skirts will be longer. Although they do not actually say that our day dresses are to be lengthened, you can be sure that this will be the thin end of the wedge; also it is very unlikely that if we are forced into long evening frocks we shall feel comfortable in extremely short day skirts. We shall get shy about seeing our knees again—perhaps! There can be no two opinions about the gracefulness of long frocks for evening wear.

Is That So?

Our picture this week is of the attractive little American actor, Ernest Truex. Somehow one feels one must write "little," although Mr. Truex is not much—if any—less than average height; but it is just that he conveys, in some subtle manner, the air which justifies the adjective. London saw him first in a play called "The First Year," a play which, so far as I remember offhand, did not create much of a sensation as a play. At last Truex has found a play worthy of his style in "Good Morning Bill," by P. G. Wodehouse, which is having a terrific success at the Duke of York's Theatre. I remember seeing Truex in a funny little playlet at a Green Room Rag (one of

those Sunday shows given for the Actors' Orphanage fund, when the profession takes a busman's holiday, you know). There were three fishermen in the scene, all equally distinguished, and they sat on sugar boxes in lieu of boats or banks, or whatever it is that devotees of the placatorial art sit upon. Truex, I remember, had about three lines to speak, and one of these lines—quite ordinary it seems now when I think of it—brought such a laugh as I've rarely heard in a theatre; and that laugh came principally from case-hardened professionals, it must be remembered.

Last week the Prince of Wales and the Duke and Duchess of York visited a West End cinema to witness a performance in connexion with some good cause or other, and I notice that a contemporary writer congratulated the authorities on their good judgment in not showing a certain film—which, however, he admitted was a particularly good one, albeit a trifle frank and free—to the Royal party. Our Royal Family, however, are becoming so acclimated to the silver screen that I doubt, allowing for the fact that it really was an artistic film, whether there would have been any objection on the part of the visitors. It will be remembered that only a few weeks ago the Prince of Wales had a private view of Charles Chaplin's latest film, and this was witnessed by his Royal Highness's entourage and the Duke and Duchess of York. One of the most delightful pictures I have ever seen of the Queen was taken in the vestibule of a cinema which she visited with the King, and it is published in Kathleen Woodward's "Life of Queen Mary."

The Street of Adventure.

I have noticed that at least three of our most popular novelists seem to turn out one book every six months, inasmuch as they come in for review more or less together. I refer to Messrs. Frankau, Cosmo Hamilton and Stephen McKenna. Last week, you may remember, I wrote about Frankau's "So Much Good," by next week I shall have something to say about McKenna's latest, "The Unburied Dead," but in the meantime I want to tell you to be sure and read Cosmo Hamilton's "Caste" which, in addition to being written with his usual brilliancy, deals with a very intriguing topic—the position of Jews in America. If you read "Caste," you will find that the daughter of one of the oldest American families may not ally herself to a Jew without social ostracism, notwithstanding the fact that he is an aristocrat and a genius. One of those typical American girls, who stick at nothing, in dealing with whom

DAINTY AND DELICATELY COLOURED FROCKS.



Three filmy frocks for afternoon, left to right: Figured black chifon takes pointed drapes and deep back yoke; green and white crepe roma with tailored restraint; debutante's frock in morning glory pattern.

THIS WEEK'S RECIPE.

APPLE CHOCOLATE PIE.

Sweeten 1 cupful of stewed apples to taste, and stir in 1 teaspoonful of melted butter. Grate 2 bars of chocolate, and add to 1½ cup of milk in a double boiler, and cook until it is smooth. Beat up 2 eggs and add to the chocolate. Line a pie-dish with good pastry, sprinkle over the bottom a little powdered tapioca or flour, and pour in the sauce, to which half a teaspoonful of cinnamon has been added. Flavour the chocolate mixture with 1 teaspoon of vanilla and pour over. Bake in a moderate oven for about fifteen minutes.

Cosmo Hamilton is so much at home, decides that she is going to marry a Jewish pianist and devote herself to taking care of a genius for life. She quite realises that she has got what might be described as a full-time job, but nothing matters, as we know, when one is in love. Her parents object on the score of the lover's race, but finally they are won over. Then—like a bolt from the blue—the Jewish father objects to the union, because he too has his pride. Eventually he is won over, and all seems to be going swimmingly when.... But you must read it!

NEW COLOURS.
FOR THE SPRING.

"Vogue" sponsors the following colour-scheme for spring:—
Edible.

For Daytime:—

Apricot, Peach, Orange blended with rose, Champagne, Honey-fawn, Cocoon-beige, Taffy-beige, Biscuit, Platine, Tilleul, Prune, Brown-wine.

For Evening:—

Oyster - white, Water - white, Banana, Chartreuse, Cream, Taffy-beige, Lime-green, Salmon Water Green.

Architectural.

For Daytime:—

Sand, Wood, Putty, String, Rosy-Rust, Bronze.

For Evening:—

Wood, Ebony, Ivory, Putty, Sand.

Botanical.

For Daytime:—

Flax, Cornflower, Hyacinth, Tea-rose, Violet-rose, Grey-rose, Daisy-yellow, Bottle-green.

For Evening:—

Pale rose, Straw-yellow.

FEMININE FASHIONS.
THE DAINTY LACE SQUARE.

All these part imitations of dinner jackets, which we wore last year, and still wear, are not nearly so graceful as the coat, the shawl, the scarf, the little dress. Anything that apes masculinity in a woman's dress should be kept for the clothes she wears when she is playing masculine games.

As a woman, she should "seek out many inventions," to look like a woman, no matter what she may be doing.

By the way, there is a quite new idea for a tennis dress. Many of the sports skirts have a breath of fullness at the back, a fan-shaped pleat, or some fine pleats or gathers. The skirts are frequently made in figured materials, and are just as smart as the afternoon and evening clothes, while the jumpers that go with them are plain, and may be in the same colour, but of another shade, or a different colour altogether from the skirt.

Lace.

Lace has had so great a vogue, that one Parisian designer has made some lovely little evening wraps to supplement the heavier wraps in every wardrobe. These are not elaborate, requiring only a large square of lace, and some flouncing or edging, as finish.

The square is then ready for wear, and it is in the skilful draping that a wrap effect is obtained. First of all, it is held up at the back of the neck, and allowed to hang the required length; then, the surplus part at the top is made into a graceful collar by a soft fold.

It is gathered together in front, and held in place with the arms close to the body. Silk lace is preferred, in shades of tan, beige, silver and gold. Black is, of course, very good, for it is always very rich-looking at night, and affords a pleasing contrast with most of the evening shades.

Mineral.

For Daytime:—
Sulphur-yellow, Sapphire.
For Evening:—
Sapphire, Jade, Topaz.

General.

For Daytime:—
White, Natural, Blush-beige, Soft-grey, Grey-blue, Vivid-blue, Black.
For Evening:—
White, Blush-beige, Flesh colour, Black, Riviera shades, Soft blues.

UNSHINGLING.

NOT AN EASY DEMAND.

"Please will you unshingle my shingle?" is the plaintive cry with which hairdressers are being challenged at the moment, or if it is not a shingled maiden who is sighing for locks it is one with an Eton crop who gazes wistfully at the rows of curly heads that now decorate every up-to-date hairdresser's saloon, and sighs, "Will you tell me how to get rid of an Eton crop?"

Not easy demands these, especially if the customers, as frequently happens, refuse to wear the false curls and pads offered to help over the transition stage.

"The shingled hair cut gets more unpopular every day. The present craze is to possess hair long enough to curl," said a West End hairdresser. "There is no indication at all that long hair is coming in again. I don't think the modern woman will ever want hair to her waist again. The fashionable length is about two inches, or, at the most, reaching to the shoulder—just enough to curl up into the nape of the neck."

To those who are clamouring for the new length I can only give this advice.

Grow the hair from the top of the head and keep it short underneath until a fair length is acquired, or it will soon look untidy.

As the top piece grows curl it will under, and it will then gradually grow to the required shape.

Side pieces as they grow long enough can be curled in the same way.

In the first stages artificial curls and side pieces promote neatness, as stray ends can be pinned beneath them.

When buying hair match it up both in daylight and under electric light or you may get a shock when you see yourself first at night.

Observe this rule even with your own made-up hair, as the colour may have changed since you cropped.

Made-up hair should frequently have a dry shampoo to keep it fresh and clean, and should never be left lying about where it can collect dirt or dust.

There is no royal road to growing hair rapidly, though a healthy head will grow more rapidly than an unhealthy one.

Frequent brushings and occasional massage will help to stimulate growth.

Don't be discouraged if progress is slow at first, as hair has to get back into the "growing habit" again. It is likely to double its speed after the first month or two.

A GALA FROCK.



A gala frock of lace with a metal thread running through the design, suitable for carrying out in gold, silver, or platinum.

NEW JEWELLERY.

BUCKLES AND CLASPS.

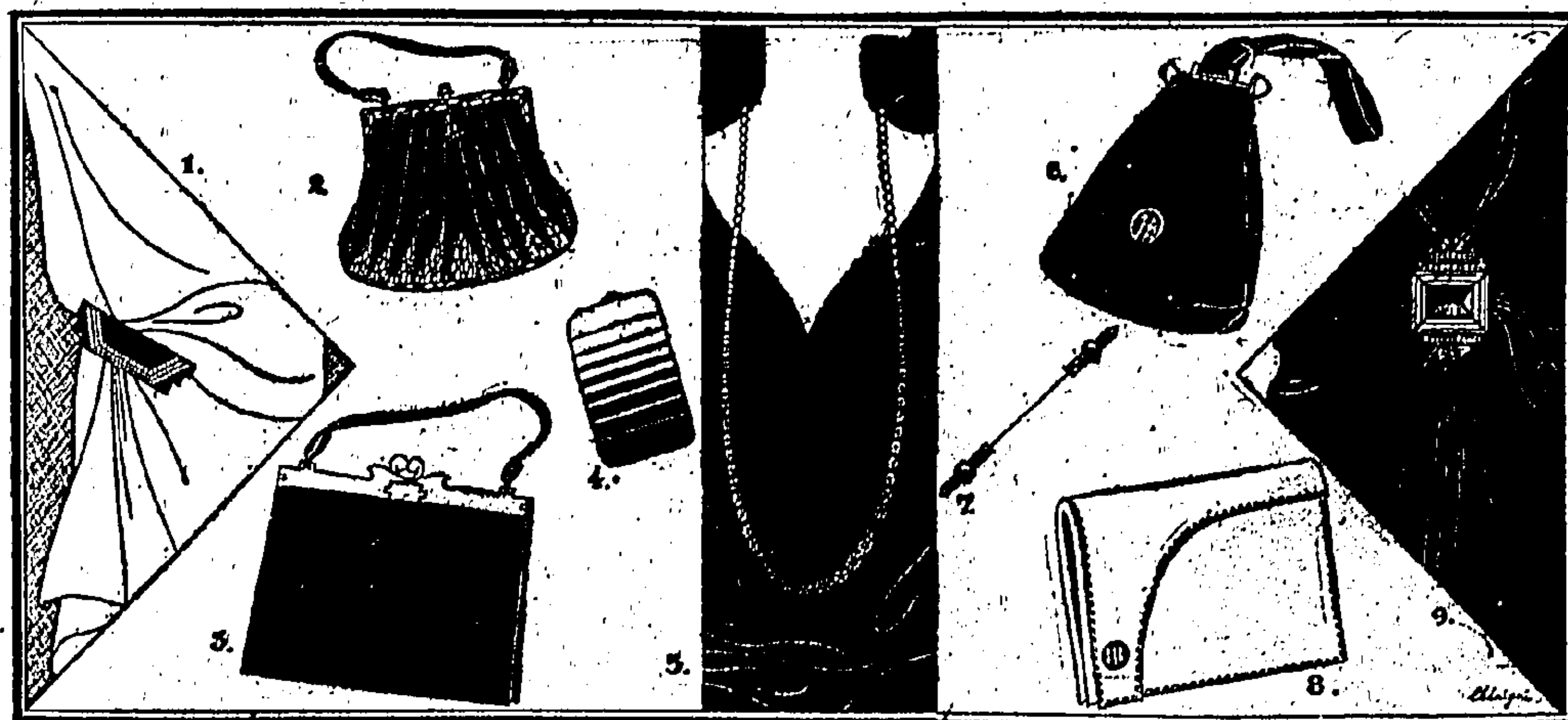
It is curious to look back at the limited range of the gold, silver, and precious stones which used to form a whole range of permissible decoration. A little good paste was allowed, especially if it were in a Louis Quinze design. Rhinestones were similarly used, and cut steel also had a certain vogue. The era of sunflower-seed necklaces, chine beads, and turquoise matrix did not seriously upset what might be called the gold standard. Now jewellery and decoration is used on people and things equally, and may be made of such different materials as zinc, glass, looking-glass, sham gold, with semi-precious and precious stones, merely as expensive extras in the range of materials. The new designs, which are triangular, hexagonal, square—all these figures sometimes being used together—are applied equally to what used to be known as "jewellery" and to objects such as cigarette cases, make-up boxes, bracelets, and in particular to clasps and buckles.

Of the last there has been an immense revival and most belts and girdles depend upon the buckles for their effects—while clasps are used for such new purposes as that of fastening a scarf on round the neck. A beautiful clasp is made of a narrow rectangle of glass, through which the scarf is threaded so that it can be pulled up tightly round the neck. Scarves worn with evening frocks or the more elaborate day frocks are often finished by a clasp which may be the only gleaming spot in a sea of black. Buckles may be made of all kinds of enamel, the design often being a number of overlapping triangles. Flat squares of glass are inset like jewels, and they are sometimes deeply incised as well. Little pieces of mirror are fitted into ephod-like buckles, alternating perhaps with cabochons also in a square setting. The chief characteristics of this modern version of jewellery is the stress it lays on design as opposed to the quality of its materials.—*Manchester Guardian.*

Watch-Pendant.

Dainty time-pieces become more minute every day, but more minuteness is not sufficient; the watch must be useful, in every sense, or it is not acceptable. A watch constructed specially to meet the most exacting needs is made in gold, and can be worn on a thin platinum chain, when it being so small, it looks like a pendant. But when worn, it is a conventional little travel clock, made with an enamel back so that it stands up.

ACCESSORIES MUST ALWAYS REMAIN COMPLEMENTARY TO ENSEMBLE.



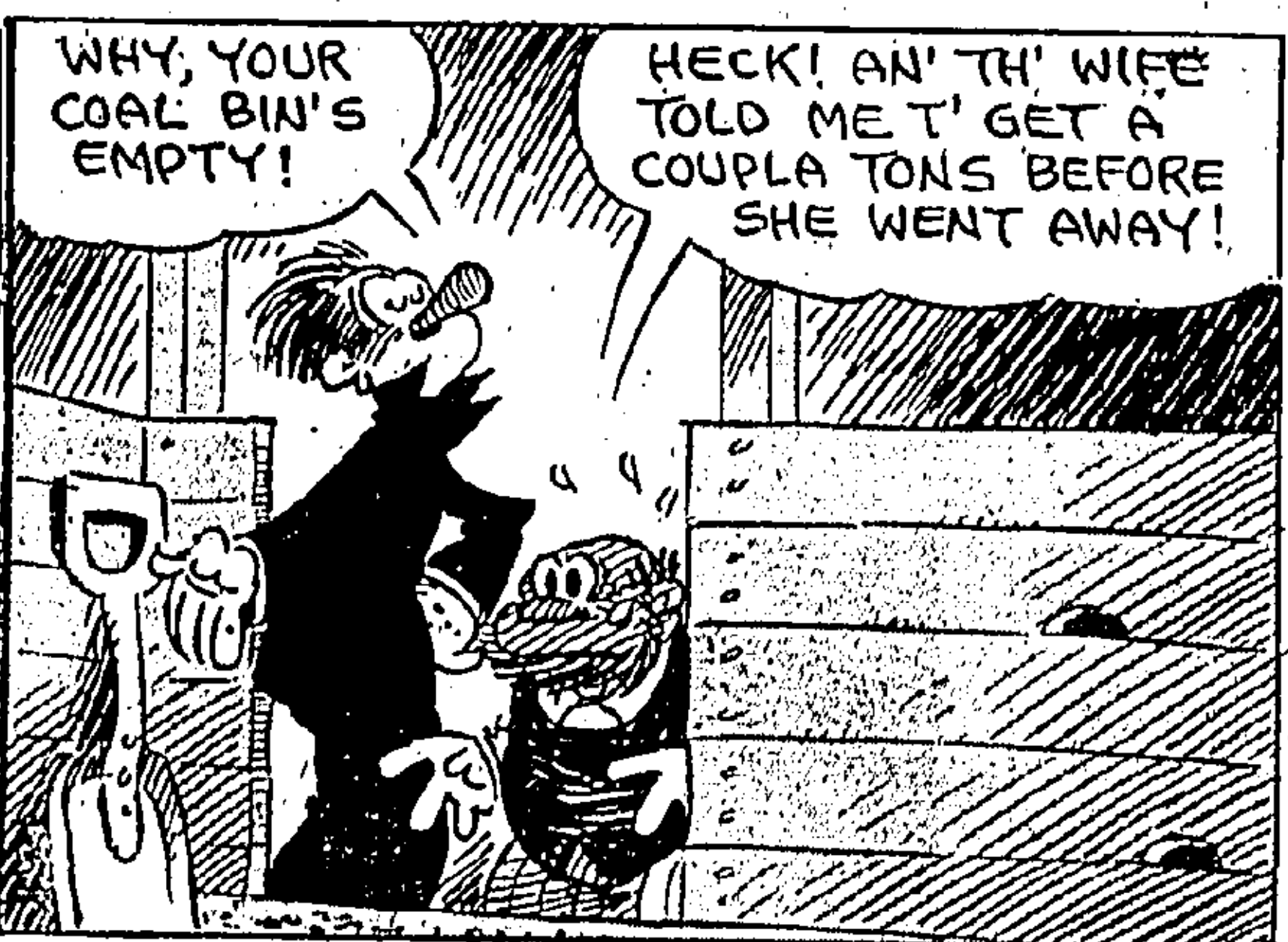
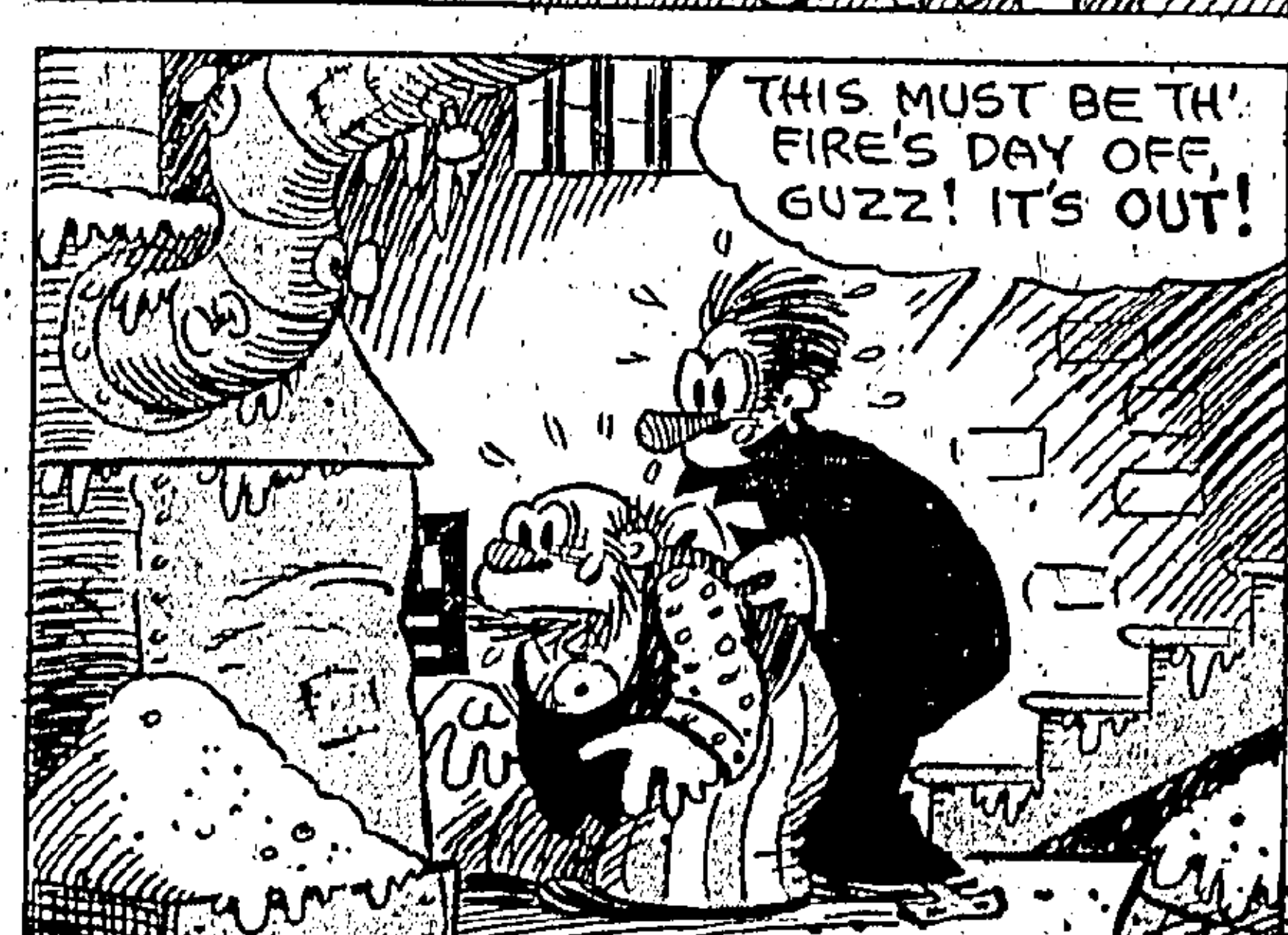
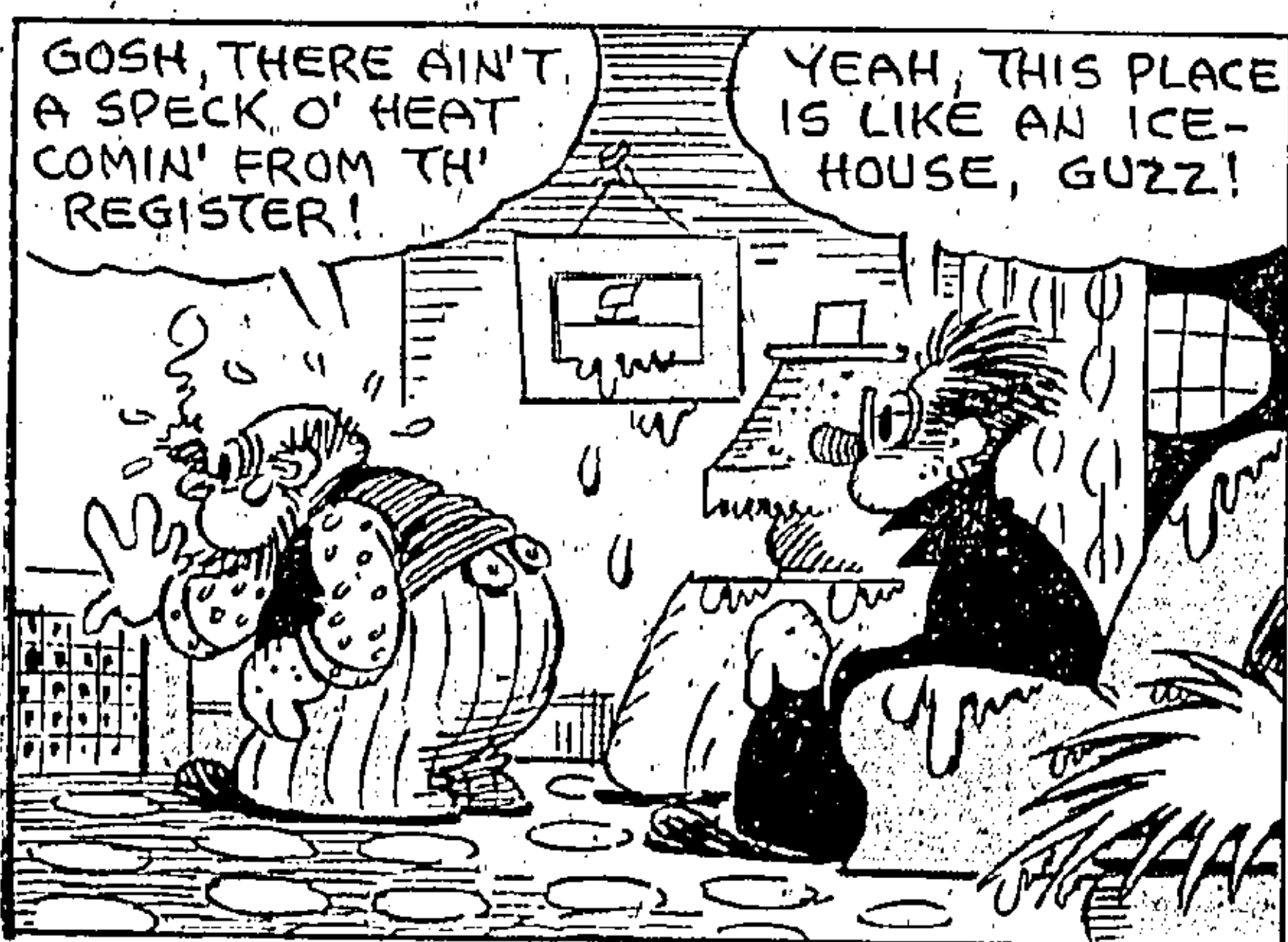
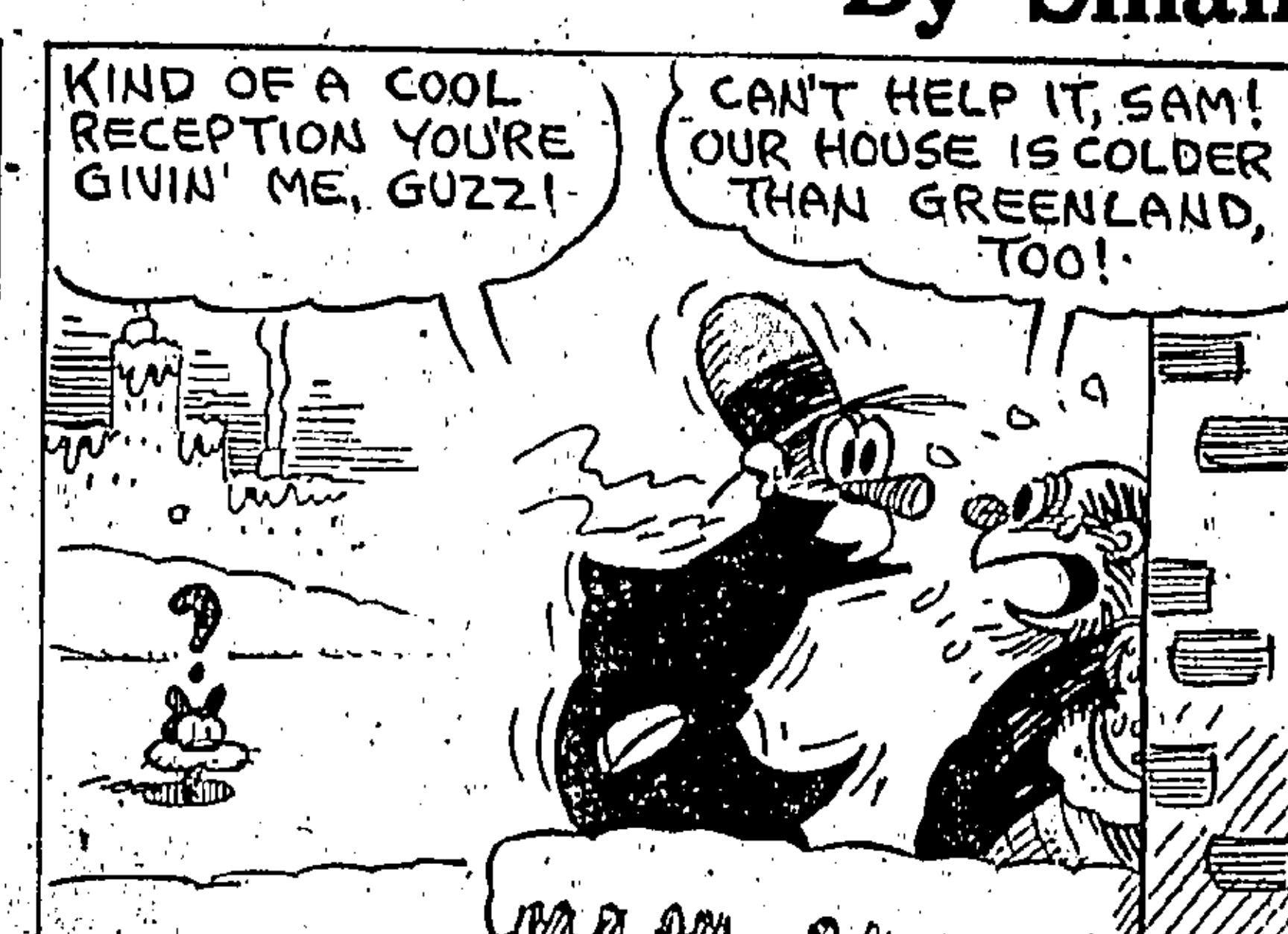
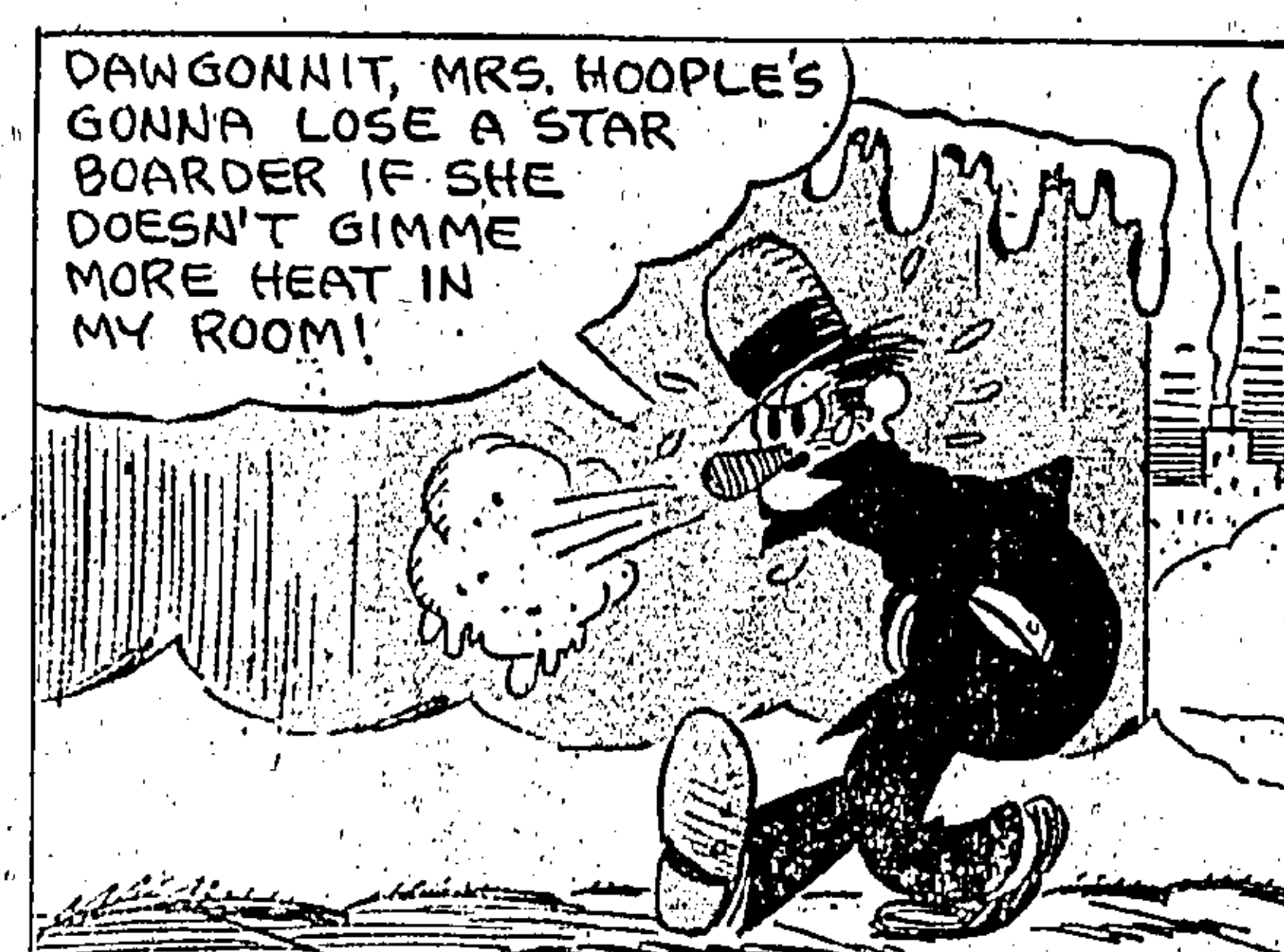
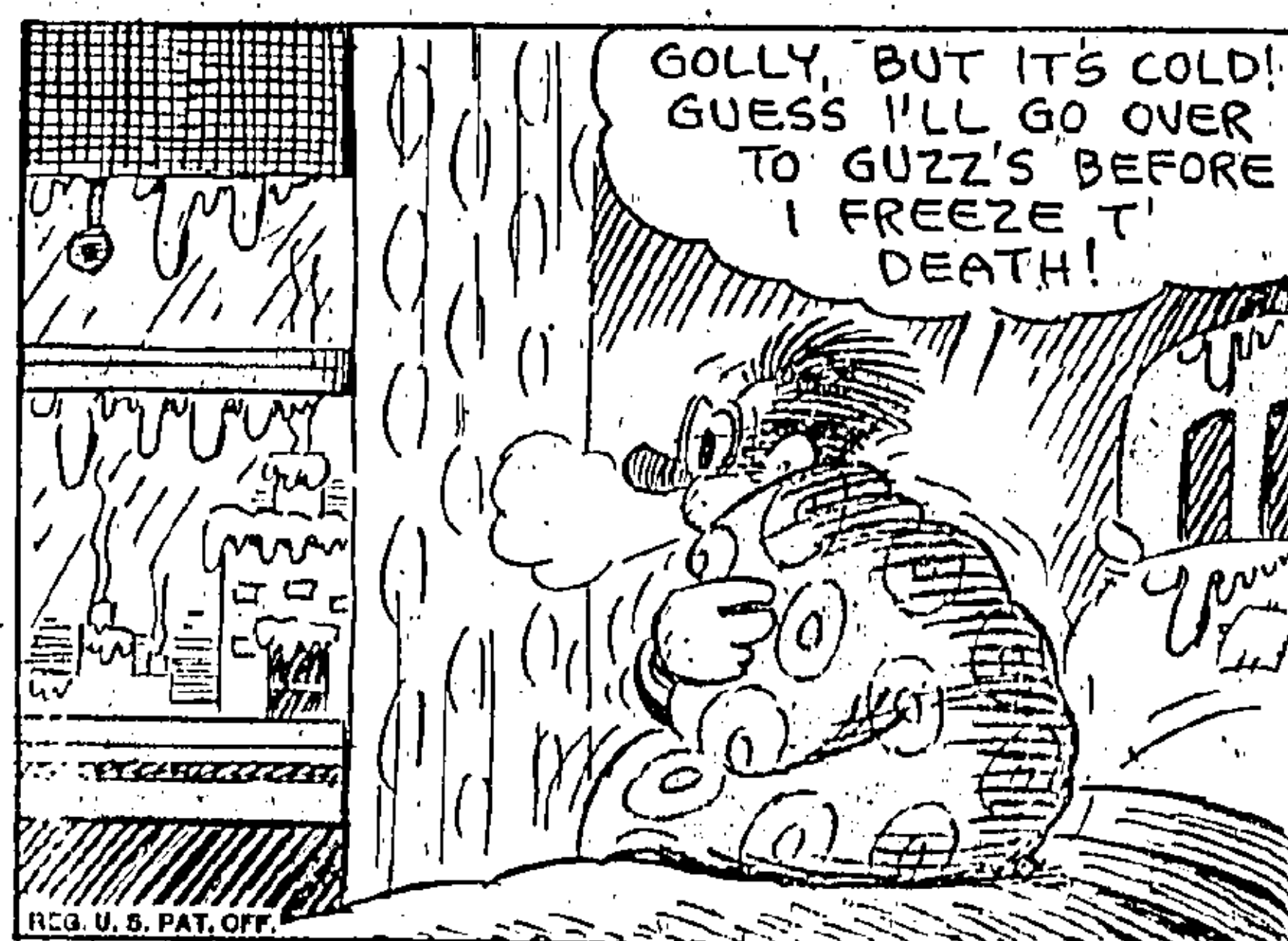
Paris accessories of "excellent taste and distinction": (1) triple rows of crystals sparkle on a novel tailored hip ornament of crimson velvet; (2) a dark grey antelope sports bag is lined by inserts of lighter grey sharkskin and a matching fastening; (3) for afternoon, plain suede with a hand-hammered silver fastening; (4) the new black-white dainty has graduated stripes; (5) costume jewellery introduces graduated turquoise set in white gold; (6) twin jewels must be pressed to open this bag with its neat monogram; (7) real gems gleam on spring hat ornaments; (8) an evening envelope purses of rose velvet, gold edged and gold monogrammed; and (9) a smart sapphire in the new architectural cut, gleams among tiny diamonds at the waist of milady's evening gown of continental blue velvet.

J. DISRAELI (DIZZY) DUGAN



SALESMAN SAM

By Small



WHITEWAYS FOR STANDARD VALUES

THE METAL BOX

By THOMAS COBB.

(Author of "Faint Preferences," "Mrs. Pomeroy's Reputation," etc.)

SYNOPSIS.

FOSTER MARKWELL, who travels periodically as ship's doctor, meets and admires THERESA FEVERSHAM, niece of an American millionaire newspaper proprietor, MISS CROOM, without telling him of the contents, asks Foster, her nephew, to take charge of a metal box containing precious jewels. A few days later she is murdered. Theresa's attitude towards Foster changes suddenly, and she is obviously "fishing" for information about the jewels. She persuades him to bring the box to her flat, where he is ordered, at the point of a revolver, to surrender it to a smart, red-headed young man. It, however, contains no jewels, they being safely deposited in the bank. Foster receives a visit from MONICA RAILTON, a young friend of Miss Croom. She tells him of a man named Hilary who was at one time a lover of Miss Croom's, and whom Miss Croom met again about two years before her death. One night he sent the box to her, asking that she should keep it until he asked for it, giving it to no one else.

CHAPTER IX. (Continued.)

She certainly had! He had counted on the treasure as his own, whereas now he knew that he had no claim to it. He stood precisely where he had done before he heard of the existence of the confounded box. He wished he had never seen it. The important question, however, was this: How did Monica Railton's revelation affect Theresa?

Was it conceivable that in some mysterious way she had learnt the gems had been stolen? If so, would it not show her conduct in an entirely different aspect? In that event, also, his own story of his grandfather must have appeared as a barefaced invention, and while he was criticising her so severely, she believed he was lying.

Miss Railton was a persistent young woman. She had no intention to let Foster off till she had heard the full account of his connection with the jewels and by dint of eager questions, she soon mastered all the details, including his encounter at Treadwell Mansions, the visit of the red-haired young man to Raynton Crescent.

"He couldn't have been Mr. Hilary," Monica insisted. "Of course he was much older, and besides, Miss Croom would have given him his box at once."

"Anyhow," said Foster, "what I want to do is to get into touch with the old man who brought it to Raynton Crescent in the first place. Then I might learn something about its owner."

"That oughtn't to be very difficult," Monica surprised him by saying. "It must have been about two months after I left Miss Croom's. I went to see her one Sunday and she showed me a beggling letter, signed 'W. Redpath'. He said his daughter was paralysed, and starving. Though Miss Croom was one of the kindest women in the world," Monica continued, "she hated to be imposed upon, and I offered to investigate."

Foster could imagine that she was fond of putting her finger into other people's pies.

"The address," she said, "was 19, Little Oakham Street, Lisson Grove. A terribly squalid place. Mr. Redpath came down from the top of the house, and I recognised him as Mr. Hilary's messenger at once, though he didn't know me. When Miss Croom heard who he was, she sent him a pound note at once, and if you go to Little Oakham Street, it's possible you may be able to trace him, or he may be living in the same house still."

"I'll have a shot at it, anyhow," answered Foster promptly.

"Of course," suggested Monica, "if Mr. Hilary really went to America, he may have met your Miss Feversham there. That would explain a great deal."

"Well," said Foster, as she rose from her chair, "there's a good deal that requires explanation. We shall see what I can discover at Little Oakham Street."

"I shall be tremendously curious to hear," answered Monica, "but there's no doubt about one thing, Dr. Markwell."

"What is that?" he asked.

"You ought to go to Scotland Yard at once. You should not lose a moment. If you don't mind my saying so, you ought to have gone before."

CHAPTER X.

A SURPRISE VISIT.

Foster was inclined to agree with Monica Railton. It would have been better if he had gone to see Inspector Pow earlier. If he had known how the metal box had come into his aunt's hands, no doubt he would have gone to Scotland Yard, but he could not go now. That was out of the question.

It would be impossible to enlighten the Inspector without dragging in Theresa's name. At present he was trying to believe that the affair was still in the melting pot. On leaving Treadwell Mansions last Tuesday he had been convinced that she and her confederate were a pair of crooks, but now his hopes had been to a certain degree revived by Monica Railton.

Even though Theresa was as bad as he had imagined at the worst, even though she had been cognisant of his aunt's murder, even an accessory before the fact (to make an extreme and inconceivable proposition) Foster would not move a finger to bring her to justice. On the contrary, he would do anything in his power to save her.

If he were to tell Inspector Pow what had happened at her flat, no doubt both she and the red-headed man might be arrested and that must not on any account be risked. Eager, at least to restore the gems to their lawful owner, Foster set forth on Monday morning to Little Oakham Street, and on inquiring of a stout woman with a black eye who was leaning against the pillars outside Number 19, he learnt that Redpath had just gone out.

Making up his mind to return later in the day, Foster walked away, remembering that he had a luncheon engagement at Whitehall Court, with some people whom he had met aboard the "Egeria." It was on leaving the building at half past three that he met with another surprise. Walking along Northumberland Avenue, he suddenly came to a standstill outside the Capital Hotel. In one of the large wicker chairs in the entrance hall, the only one that was occupied at the moment, sat Theresa, gazing at the passers-by.

Foster walked on again, stopped the next instant, and raised his hat. He could not resist the temptation to speak, especially since he had listened to Monica Railton. As he stood before her chair, she learned back, with only the faintest sign of embarrassment, and looked up into his face.

"Dr. Markwell," she said, "I hate you!" But still she smiled.

"Are you staying here?" he asked, taking no notice of her assertion. "For my sins," she retorted.

"I understood you had taken the flat at Chelsea for three months."

"Well, I had," she explained. "But uncle Elias took me by surprise on Saturday. He insisted the place was not fit to live in and dragged me away there and then."

Foster, as he looked down at her bewitching face, wondered whether she was telling the truth. His judgment was in suspense concerning her and he had persuaded himself that she had no connexion with Elias Feversham. Was it possible she had taken the flat for his special benefit, and that now there was some other nefarious scheme on hand? Or had he wronged her from first to last?

"I sincerely hoped I should never see you again," she added, "but as we were doomed to meet, I feel bound to congratulate you."

"What about?" asked Foster.

"Isn't a sense of humour the most valuable possession in the world?" she continued. "You must be so wonderfully developed! How you must have enjoyed—the joke, I suppose you would call it, the other morning. I could almost hear you laughing, as you thought of 'our opening that detestable box.'"

"Still," urged Foster, "there was a serious side."

"Oh! the loss of your shoe trees. By the by they are lying about somewhere at the flat, if you would care to have them back. I thought—"

"That I was a pretty considerable ass," Foster interrupted.

"Goodness only knows what you must think of me," she murmured, still reclining in the chair, while he stood looking down into her slightly flushed face. "But something entirely wrong!" she added.

"Nothing on earth would be better than to be convinced of that," Foster protested.

"How patronising!" she cried. "But I deserve it. I am not even going to attempt an explanation. For one reason, you wouldn't believe me, any more than I believed your ingenious story of the Indian grandfather."

"You have me there," he admitted. "Still, I hadn't a doubt of its truth at the time."

"Have you now?" she demanded, sitting more upright.

"Yes, I've become wiser since."

"How?" she said.

After their last interview it seemed strange enough to be talking to her so that any spectator would have seen nothing to raise a doubt of their friendliness. Foster told her of his visit from Monica Railton, explaining that that young woman was, and repeating her account of the coming of the metal box to Baynton Crescent. Before

CINEMA NOTES.

FINAL RUNS OF "THE CIRCUS."

Pictures showing for the last time to-day are Charlie Chaplin's latest comedy, "The Circus," at the Queen's, "Drusilla with a Million" at the World, and "The Little Irish Girl at the Star." "The Circus," which has been running since Sunday, has drawn record houses, a fact which proves that Chaplin is as popular as ever. Charlie plays the part of a wandering tramp who is mixed up in a series of hilarious adventures, chases, arguments and ovations that land him into the circus as a handyman, Merna Kennedy, who is his leading lady, has never before appeared on the screen, and does splendid work as the daughter of the circus proprietor.

World and Star.

"Drusilla with a Million" is the story of a "little old lady" and her trials in life. With a cast headed by Mary Carr, this picture is full of human interest, being convincingly simple. When Drusilla, who has for years been a slave to her million she tries to befriend all the orphan babies and children in the world, and at right there the fun and trouble begins. "Drusilla with a Million" is an unusual picture.

"The Little Irish Girl" at the Star is a mystery comedy of a very high order. Beautiful Dolores Costello, is alluring as the girl crook, cynical and sophisticated until she meets and falls in love with an honest, good looking youth, played by John Harron. How this pair, after many amusing and some exciting adventures, successfully break up the gang of confidence men is skillfully told and there is not one dull moment in the picture from start to finish.

"Two Arabian Knights."

"Two Arabian Knights," which will be screened at the Queen's Theatre on Wednesday next by general request, is an amusing comedy of two soldiers who escape from a war prison camp and eventually land in Arabia. The leading roles are filled by Louis Wolheim, who played the original part of Captain Flagg in "What Price Glory" as a stage play, William Boyd, a popular screen star, and Mary Astor, who played opposite Douglas Fairbanks in "Don Q."

she had time to reply, however, he noticed an expression of consternation on her face as she started to her feet. Following the direction of her eyes, he saw a man of middle age in the act of paying the driver of a taxi, which had just set him down outside the hotel.

A noticeably short man with a slender, compact figure and shoulders which only an American tailor or congenital deformity could have made so high. There seemed something exotic about his grey morning coat and his felt hat, about his shaven, hollow face, with fine, regular features and a remarkably sensitive mouth. As he reached the revolving door, Theresa rested a hand impudently on Foster's arm.

"Do be good, though you mayn't think I deserve it," she entreated. "Please, don't give me away." He felt bewildered as she continued, "Uncle Elias, this is Dr. Markwell. He was the doctor on board the 'Egeria,' you know. Mr. Elias Feversham."

Foster had an unpleasant suspicion that he was looking like a fool. He was taken at a disadvantage. He had made up his mind that his relationship to Elias Feversham was an invention, that she had given a false name, but here stood the man, looking his part and holding out his small hand with great cordiality.

"Doctor," he said, "I am very pleased to meet you."

"Are you making a long visit?" asked Foster, feeling that Theresa was anxiously watching him.

"We'll, that's on the knees of the gods," answered Mr. Feversham. "But, anyhow, I hope I shan't have to go back till you've given us the pleasure of dining with us one evening."

Theresa looked imploringly into his face again but he shook his head with a slight smile. As she was indubitably Mr. Feversham's niece, why in the world had she mixed herself up with the conspiracy? For whatever the ultimate motive had been, whether to restore somebody's stolen property or not, it became more difficult for her to understand what she had been doing in that gallery. There remained something to be cleared up, the sooner the better, and he had no mind to refuse the invitation.

"Thank you very much," said Foster, bringing a frown to Theresa's face.

"So glad," she murmured. "I will write to name an evening—"

"Great Scott!" cried Mr. Feversham. "Can't you name it now?"

"I really must look through my engagements," she said sweetly, but Foster went away a quarter of an hour later without the slightest expectation of hearing from her, turning in the direction of Little Oakham Street for the second time that day.

(To be Continued.)

(The characters in this story are entirely imaginary and no reference to living persons is intended.)

CORRESPONDENCE.

ACKNOWLEDGEMENT.

[To the Editor, Hongkong Telegraph.]

Sir,—I wish to express to all who, since my dear husband's unexpected death, have shown in so many ways their respect and affection for him, and their deep sympathy with my family and me, my very grateful thanks.

I have received so many messages from all over the world that I cannot hope to reply to them all just now. But I have myself opened and read every one. They have filled me with a sense of pride, in the love which my husband was able to inspire in fellow countrymen and women, which lightens the burden of my grief as nothing else could do.

Especially do I wish to thank all members of the British Legion, men and women, for their kind messages, and for the magnificent proof of their affection and esteem for their lost leader afforded by their disciplined and sorrowing ranks.

My very grateful thanks for sympathy most generally expressed by word or deed are given, also, to His Majesty's Ministers and Leaders of Opposition both at home and Overseas: to the distinguished representatives of other nations, who personally attended the funeral of my beloved husband or by letter or telegram paid tribute to his memory; to the Universities, Cities, Municipalities and Liveries of the Empire; to the Officers Commanding His Majesty's Naval, Military and Air Forces; to the British, French and Belgian units that took part in last Friday's ceremony; to the Police; to the British Empire Service League and the ex-Servicemen's Associations in the Dominions; Colonies, and to many other organisations and societies at home and abroad.

The honour paid to the life and character of my dear husband by the clergy and ministers of the Churches, and especially by those who officiated at the funeral services in London and in Scotland, have touched and comforted me. It was by his expressed wish that my husband has been laid to rest in Scotland, close to the home of his fathers. His wish alone was my reason for refusing on his behalf the great honour of burial in St. Paul's Cathedral. I feel that no one who knew his love for the land that bore him will grudge him the realisation of his desire.

I am most grateful to the members of the Press for their articles and memoirs, and also for their consideration towards myself in this time of grief.

My husband's personal friends and mine will not need any assurance from me to convince them of my gratitude for their sympathy in a sorrow which they share.

Finally, I thank from my heart all those who sent wreaths and flowers and all members of the general public who in London, Edinburgh and elsewhere met together to honour my husband. Especially do I thank them for having chosen as emblem of their mourning that same Flanders Poppy which is sacred to the memory of those old comrades whose ranks he has re-joined.

To the members of the British Legion I would give, besides my thanks, a message which is in truth my husband's message, for by it he lived and died.

Carry on with the work of the Legion. Hold fast to the objectives embodied in its Charter. The work so well begun is not yet ended. Carry it on steadfastly as did my husband, seeking till life's very end the ideals he sought to teach.

May his memory inspire us to follow his example and to cherish as faithfully as he did the same simple, true and honest virtues—good will, good fellowship, good citizenship, loyalty to King and Country, patriotism, pride in the high traditions of our race and land, and above all, comradeship.—Yours, etc.,

DOROTHY HAY.

PUBLIC OR MILITARY.

Sir,—Last night (Thursday) between 9.30 and 10 p.m. when I was speaking to a Chinese friend under the verandah of the Soldiers' Club, near the kerb, a soldier (wearing a Military Police band) ordered us off the footpath on to the road, saying:—"If you want to talk, talk out there." When I asked what his authority was he said:—"This side walk is military land."

I and my friend then went on to the road as ordered, but I would like to inquire, Sir, whether this public footpath on a public street is really military land and whether this soldier was empowered to order us on to the road.

I should mention that there were no other people standing there at the time, and there was, therefore, no question of obstruction.—Yours, etc.,

A CHINESE.

Against Swindon Town in the fourth round of the English Cup competition Sheffield Wednesday gained their first away from home victory in a Cup tie for 20 years.

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THREE-EYED MONSTER.

FOSSIL A HUNDRED MILLION YEARS OLD.

A new specimen of a prehistoric beast has been acquired by the Natural History Museum.

A workman's pick recently turned up a three-eyed Plesiosaurus in the Red Triangle Quarries at Harbury, Warwickshire. Professor W. E. Swinton, of the Department of Geology at the Natural History Museum, is now examining the new find, the age of which is estimated at between 100,000,000 and 200,000,000 years.

"The Red Triangle Plesiosaurus is a rare example," said Professor Swinton, "in that the head was attached. Generally the head is missing from such finds. One theory is that roving Dinosaurs, who were carnivorous but rather stupid hunters, used to eat dead or dying saurians they found, and generally detached and lost the heads."

"The Plesiosaurus' head is triangular, and has a third eye on top of the skull. The vestige of this remains in man in the form of the pineal gland."

"When this fossil was found the head was stained red. So well preserved is the fossil that it has all its teeth. It is sixteen feet long, an unusual size, for the majority found have been only six feet long."

"The Plesiosaurus, which belongs to the lizard family, lived on fish. It has a long neck, short tail, and four paddles. This specimen, which was dug out of a bed of lower lias clay, was lying on its stomach. It may have died when England was at the bottom of the sea, or when it formed a seashore on which the reptile crawled out to die."

Ayr. United are now right away with the Second Division Scottish League championship being nine points ahead of their nearest rivals.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.

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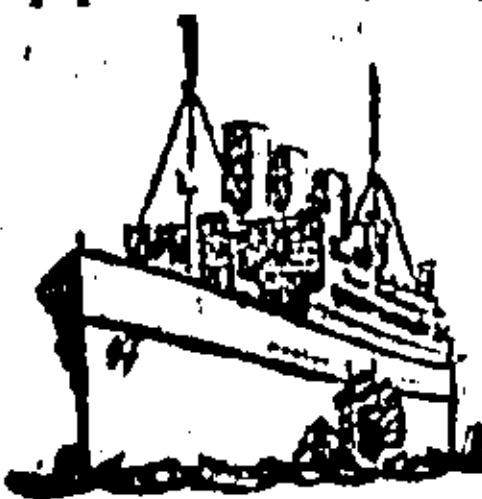
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V.R.C. REPORTS.

BOATS LITTLE USED BY THE MEMBERS.

The annual reports of the sub-committees of the Victoria Recreation Club, to be submitted at the annual meeting on March 20, are as follows—
The Club buildings are in a fair state of repair, but owing to the active state of the building and the low state of the Club's finances at the beginning of the year, the painting and whitewashing recommended last year has not been done but some of this is now under way. Nevertheless all repairs necessary to keep the building safe and useable have been carried out.

A large white ant nest was discovered behind panelling of the main stairway and one of the main supports was found to be completely severed. This is now being repaired by our own carpenter. Otherwise the building seems to be free from white ants.
The swimming bath with the exception of a little cementing necessary on the west side is in good condition. The motor for pump has been a constant source of trouble and should be replaced by a more suitable machine at the earliest moment the Club's finances will permit. The ramp suffered a little damage during the recent typhoon and needs a little cementing. The pillars on the ramp should be removed as they hinder the launching of the boats.

The attention of the members is also drawn to certain defects in the design of the building as regards the arrangements of the water closets, showers, servants' quarters, etc. As things are they are a constant source of annoyance to the members and should be arranged as soon as money is available.

The Library.
The Sub-Committee are pleased to report that the Library was well patronized during the year.
Through the services of the Times Book Club, London, a large number of the latest books by well-known writers was obtained, and it is proposed to send the Book Club a further order shortly.

Subscriptions were renewed for various magazines and weeklies—the Sub-Committee being desirous of disposing of the book numbers of these and will accept any reasonable offer.

The Boat House.
Little or no use has been made of the boats by the ordinary members of the V.R.C.
This seems to be due partly to lack of interest and partly because the sea is often so disturbed as to make it dangerous to take out the boats.
But as the single sculls are able to face the roughest water when in competent hands it is a pity members do not avail themselves of this recreation.

We have wanted to sell two of our older fours and three of our older twos for some time. If any of our members can help us in this their efforts will be appreciated. Any money thus realised should be devoted to the purchase of new cars which are urgently needed.

Bath House Committee.
The Bath House Committee are able to report a fairly successful season.

We had the pleasure of entertaining the champion Australian swimmers on their way to and from Japan, and the moving picture display which we through their kindness and the courtesy of the Hongkong Amusements Co. were able to give on the occasion of our first night-fete, will long be a pleasant memory to those privileged to see it.

Six night fets were held and the experiment was tried of holding the championships as far as possible during the night fets instead of holding an annual aquatic sports meet. This experiment was unfortunately not a success.

The support given to confined events, such as, events confined to Chinese and the Services was extremely poor, so much so, that it is believed it would be very much to the Club's interests not to hold any further events of this character.

The V.R.C. again successful in winning the Water Polo Shield.

The following were the winners of the various championship events.

100 Yards Free Style, D. Lyon, 61 2/5 sec.

220 Yards Free Style, D. Lyon, 2:37 sec.

400 Yards Free Style, D. Lyon, 5:51 3/5 sec.

880 Yards Free Style, C. J. Cooke, 13:17 1/5 sec.

320 Yards Breast Stroke (Mock Cup), Lo Chee Hing, 5:11 2/5 sec.

100 Yards Back Stroke, G. R. Razavet, 1:24 3/5 sec.

100 Yards Breast Stroke, H. M. Remedios, 1:31 sec.

100 Yards Ladies' Race, Miss M. Blunden, 1:23 4/5 sec.

100 Yards Race (under 10), A. McCubbin, 1:19 2/5 sec.

Long Plunge, C. J. Cooke, 64 feet 5 inches.

Throwing the Polo Ball, D. Lyon, 67 feet 0 inches.

The Chinese Harbour Race swam on October 17, 1927, attracted six entries and was won by Tan Chin Hin in 34 minutes 38 seconds.

The Ladies' Harbour Race swam on October 18, 1927, attracted four entries and was won by Miss Phyllis Hunt in 39 minutes 47 seconds.

The Open Harbour Race for men swam on October 19, 1927, attracted eighteen entries. Fourteen entered the water all of whom finished. The race was won by C. J. Cooke in 23 minutes 17 3/5 seconds.

The Committee take this opportunity of thanking the donors of prizes and all those who assisted in the aquatic and especially Mr. E. Cock of the H.K. & W. D. Co. for the use of a launch during the harbour races.

The Gymnasium.
There is little activity in this direction, this seems to be due to an entire lack of interest.

A boxing tournament was held in the gymnasium and some excellent contests took place especially amongst the boys. Unfortunately this splendid exhibition was very poorly supported by the public and was thus not a financial success.

The billiard table due to the efforts of two or three members, one of whom defrayed the cost of the removal, was removed from the gymnasium up into the social hall. This has proved to be a success and is a source of pleasure to the members and revenue to the club.

Obituary.
The Committee regret to report the deaths of three very much respected

SINGAPORE RAID.

BOMBS IN COMMUNIST HEADQUARTERS.

Singapore, Mar. 9.
A fortnight's strenuous police activity has culminated in a raid on the headquarters of the South Seas Revolutionary Party, which is a Communist organisation.
The haul comprised seditious literature, completed bombs, and materials for their manufacture.
Two Chinese have been arrested, including the leader of the organisation.—*Reuter.*

ing the night fets instead of holding an annual aquatic sports meet. This experiment was unfortunately not a success.

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Obituary.
The Committee regret to report the deaths of three very much respected

members and ex members since the last meeting, Capt. D. C. Logan, M.C., Mr. Frank Lammert, and Mr. J. L. de S. Alves.

LOCAL TENNIS.

CLOSE STRUGGLE IN THE OPEN DOUBLES.

Three matches in the second round of the Open Singles Championship and two matches in the Open Doubles were played on the H.K.C.C. ground yesterday afternoon.

In the Singles, last year's Champion, S. A. Hussain, had a fairly easy victory over S. A. Hussain, winning by 6-2, 6-0 and 6-0. The champion was not extended, and had no opportunity to give of his best.

Yew Man-kit accounted for D. S. Green, winning in three straight sets, the score in each set being 6-3. Yew was the more aggressive of the two, and full of confidence. Green was inclined to be too enterprising, and Yew had him guessing whenever he left the base line.

The Very Rev. A. Swann also won in three straight sets from A. Trambitsky, conceding only five games throughout the match.

In the doubles, R.H.B. Hancock and Dr. E. Tottenham had no difficulty in eliminating Major C. Willson and C. H. Bradley from the tournament, outclassing the latter in every department of the game.

A Great Game.
The most interesting match of the afternoon and one which drew the biggest attendance, was between K. T. San and Chong Tuck Wing, of the Hongkong University, against T. Yamada and H. Yoshida.

The game lasted the whole of the scheduled five sets. The Japanese pair opened confidently and the University pair had all their work cut out in order to prevent the Japanese from running away with the first set.

They went under after playing sixteen games, the Japanese securing a victory of 9-7. The second set went to the Chinese, who played up brilliantly to Yamada's forceful baseline drives. San was responsible for some beautiful smashes at the net.

The set went to the Chinese at 6-4, although at one stage the Japanese paired by 4-2. The third set found both pairs willing to take chances and all the four players found themselves at the net time after time, much to the detriment of good tennis.

Chong Tuck Wing was visibly tiring, and on many occasions served a double fault. The Japanese annexed this set at 6-3. A feature at this stage was Yamada's service, which was almost unplayable, the ball being sent across at terrific speed with deadly accuracy.

Through a lack of understanding the Japanese lost the three games of the fourth set to the Chinese pair. From this point San played a masterly game, outwitting his opponents on many occasions. He earned the applause of the spectators. The set went against the Japanese at 6-0.

The final set opened well for Yamada and Yoshida, and they were at one stage leading at 4-2. At this point San broke through Yamada's service, and the Chinese won the next four games, giving them the set and match.

The Scores.
Full scores in yesterday's games follow:

Open Singles.
S. A. Hussain beat S. A. Hussain, 6-2, 6-0, 6-0.

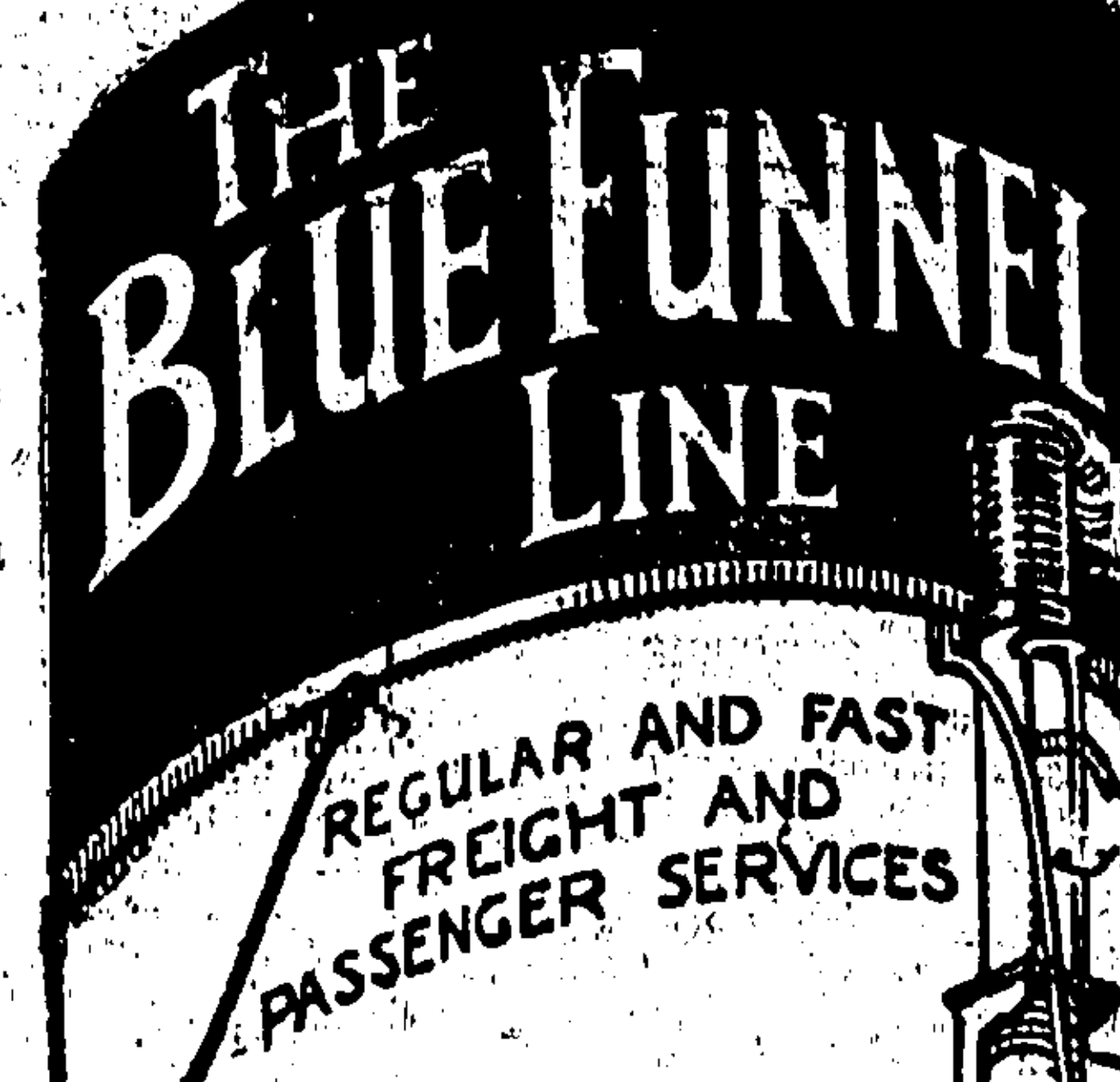
Yew Man-kit beat D. S. Green, 6-3, 6-3, 6-3.

Very Rev. A. Swann beat A. Trambitsky, 6-1, 6-2, 6-2.

Open Doubles.
K. T. San and Chong Tuck-wing beat T. Yamada and H. Yoshida, 7-9, 6-4, 3-6, 6-0, 6-4.

R. H. B. Hancock and Dr. E. Tottenham beat Major C. Willson and C. H. Bradley, 6-1, 6-0, 6-2.

members and ex members since the last meeting, Capt. D. C. Logan, M.C., Mr. Frank Lammert, and Mr. J. L. de S. Alves.



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Pres. Grant ... Mar. 13th, 6 p.m.	Pres. Cleveland ... Mar. 27th, 6 p.m.
Pres. Lincoln ... Mar. 10th, 6 p.m.	Pres. Madison ... Apr. 2nd, 6 p.m.

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SYDNEY & MELBOURNE via Manila & Ports.	Wednesday, 21st Mar.
Tango Maru	Wednesday, 21st Mar.
Aki Maru	Wednesday, 21st Mar.
BOMBAY via Singapore, Penang & Colombo.	Monday, 12th Mar.
Sado Maru	Monday, 12th Mar.
Tokushima Maru	Monday, 12th Mar.
Gonos Maru	Monday, 12th Mar.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Thursday, 15th Mar.
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Hakata Maru	Tuesday, 10th Apr.
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Mayabashi Maru	Monday, 26th Mar.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.	Saturday, 10th Mar.
Lyons Maru	Saturday, 10th Mar.
QALCUTTA via Singapore, Penang & Rangoon.	Sunday, 11th Mar.
Rangoon Maru	Sunday, 11th Mar.
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ST. GEORGE'S SOCIETY.

OFFICERS ELECTED AT ANNUAL MEETING.

The annual meeting of the Society of St. George in Hongkong was held in the office of the Jockey Club, in the Hongkong Club Annex, last evening, the President, Mr. C. G. Alabaster, in the chair, supported by members of the committee. There was a good attendance.

After the reading of the report and accounts, which have already appeared in these columns, the chairman said that on St. George's Day last year they laid a wreath on the Cenotaph, and during the evening two cinema performances were given at the Queen's theatre for Service men, but unfortunately, another society staged a football match on the same day so that the attendance was not so big as it might otherwise have been.

After referring to the fact that they laid a wreath on the Cenotaph on Armistice Day, Mr. Alabaster, referring to the ball, said they would be glad to know that it was both a social and financial success. (Applause).

New President.

Lt. Col. L. G. Bird was elected President, and the chairman remarked that since Col. Bird returned from the war he had been on the committee and his hand had been shown in the very tasteful decorations they had had at their entertainments.

Lt. Col. Bird thanked them for the honour they had done him, and said he would do his best to further the interests of the society.

Mr. W. E. L. Shenton was elected Vice-President, Mr. Alabaster remarking he knew it was the wish of the committee that Mr. Shenton be appointed.

Election of Committee.

The following committee was elected:—Mr. L. C. F. Bellamy, Mr. P. S. Cassidy, Mr. E. Cock, Mr. H. B. L. Dowling, Mr. W. J. Eldridge, Mr. R. E. Lindsell, Mr. T. E. Pearce, the Hon. Mr. E. D. C. Wolfe, Mr. S. Baker, Mr. J. Bentley, Mr. W. W. Hornell, and Mr. F. A. Perry.

The chairman stated that both the secretary and treasurer had had to leave the Colony on transfer, but they had been able to obtain the service of Mr. C. P. Marcel as treasurer and Mr. S. V. Butlin as secretary, who were both willing to take on the offices for the year. He thanked them for the able way they had assisted the society and for the results they had obtained.

The chair was then taken by the new President, who called for proposals as to the manner in which the forthcoming St. George's Day should be spent.

It was suggested that some of the Service people should be consulted on the matter. The chairman concurred, saying it was a good idea, and it was decided to adopt this procedure.

It was further decided that a St. George's Ball should be held on January 4, next year.

At the conclusion of the meeting, thanks were expressed to the members of the committee and to Mr. Alabaster for their excellent work during the year.

Mexico City, Mar. 9.

Twelve Bristol aeroplanes have arrived at Vera Cruz from Britain to reinforce the Mexican Air Corps.—*Reuter's American Service.*

CANTON FUGITIVES.

APPLICATION FOR RELEASE FROM CUSTODY.

An application was made to Mr. Justice Wood in the Supreme Court, yesterday afternoon, for a writ of habeas corpus to be issued in regard to Un Kin and Un Fat, who were committed to Victoria Prison by Mr. R. E. Lindsell at the Central Magistracy on February 24 this year.

The men appeared before the magistrate in connection with extradition proceedings, and were wanted in Canton for an alleged attempt to murder the chief of the Man Tien (People's Volunteer Corps) at Soon Un village in the Tung Koon district. They were committed to prison for 15 days to await the pleasure of His Excellency the Governor, and his Worshipship remarked that they could apply for a hearing in the Supreme Court if they wished.

Yesterday's application was made by Mr. Hin-shing Lo, instructed by Messrs. Lee and Russ, who said the application was *ex parte*. He went on to say that the prosecution was the result of a requisition from Marshal Li Chai-sum.

Extradition Laws.

The men, he said, were arrested on September 18, 1927, apparently on charges of robbery, kidnapping, fraud, murder and attempted murder in the Tung Koon district.

After remarking that every man was entitled to the protection of the court, Mr. Lo argued that no requisition for the extradition of the prisoners had been made as was provided by the Chinese Extradition Ordinance of 1889, and that no undertaking such as was required by section four, subsection three of the Chinese Extradition Ordinance of 1889, had been given; further that the amendment of 1927 of that Chinese ordinance was ultra vires with the legislature of the Colony.

Mr. Lo further argued that section two of that ordinance made a formal accusation by a tribunal in China a conditional precedent to a request for extradition and the defence for which the fugitives had been committed was of a political character.

Other points by Mr. Lo were that the fugitives had been in custody on those charges since September 17 last year, and should have been discharged by the magistrate under section eight of the Ordinance; further that there was no evidence that the fugitives were subjects or nationals of China, and lastly that the Governor's order and amended order necessary to found the magistrate's jurisdiction, was not in accordance with the requisition for extradition.

Mr. Lo applied for an order nisi to be issued.

His Lordship granted the order, making it returnable for March 28.

Gala Cricket Club have engaged as professional for the coming season Harry Elliott, Derbyshire, who is an all-round man. His batting is his strong point. For the last three seasons he was with Clackmannan County, and his batting averages were 49, 28, and 31. Prior to that, he was for two seasons with Burntisland and had averages of 53 and 36. Elliott is 30 years of age, and is a good groundman and coach.

CONSIGNEES' NOTICES.

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Hongkong, 5th March, 1928.

WARSHIPS' VISIT.

PARTICULARS OF THE JAPANESE SQUADRON.

The Japanese warships which are paying a visit to the Colony and are due to arrive on April 9 will include the Nagato, Mutsu and Fusu, battleships of the first squadron, and 16 destroyers, being four flotillas.

Present arrangements are that these vessels will stay until April 14, and on two of these days they will be open to inspection by the public; also two days general leave will be granted to the crews who will probably come ashore in two batches, each comprising about 3,000 men.

Admiral Sir Reginald Tyrwhitt is returning to the Colony for the occasion.

It is interesting to note that Admiral Kato, who is coming with the fleet, acted as technical advisor at the Geneva Conference on the question of limiting ships' guns. He has also acted as attaché in London at the Japanese Embassy.

Capt. Hori, of the Mutsu, attended the recent Geneva Conference as naval advisor.

The Chief of Staff, Mr. Horono, was the Japanese naval attaché in London during the war.

IRAQ SITUATION.

IBN SAUD FOR PEACE?

Cairo, Mar. 9.

Sheikh Hafiz Wahba, is at present in Cairo, following a visit to Koweit, where he endeavoured on behalf of Ibn Saud to negotiate a settlement of the Iraq-Nepd frontier difficulties.

He contradicts the report that Ibn Saud has declared a holy war, or is militarily assisting the tribesmen. On the contrary he states Ibn Saud is making an effort to quieten the tribesmen, who have revolted against the British air raids and the violation by neighbouring states of treaties.—*Reuter.*

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KARNATA	9,128	24th Mar.	Marseilles, L'don & A'werp
MIRZAPORE	6,715	27th Mar.	Straits, Colombo & Bombay
MANZUA	10,946	31st Mar.	Marseilles & London
KALYAN	9,144	7th Apr.	Marseilles & London
MONGOLIA	16,504	14th Apr.	Marseilles & London
MAGPORE	5,283	21st Apr.	Marseilles & London
MOREA	10,953	28th Apr.	M'ses, L'don, A'werp & Hull
KASHGAR	9,005	12th May	Marseilles & London
JEYPORE	5,318	19th May	Bombay, Marseilles & London
MALWA	10,986	26th May	M'ses, L'don, A'werp & Hull
DELTA	8,097	8th June	Bombay, Marseilles & London
NOVARA	6,989	16th June	Bombay, Marseilles & London
RANPURA	16,601	23rd June	M'ses, L'don, A'werp & Hull
KHYBER	9,114	7th July	M'ses, L'don, A'werp & Hull

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INAGPORE	5,283	12th Mar.	S'hai, Kobe & Yoko
MANZUA	10,946	16th Mar.	Shanghai
SANTHIA	7,754	21st Mar.	Amoy, Moji, Kobe & Osaka
LAHORE	5,252	24th Mar.	S'hai, Moji, Kobe & Yoko
TAKADA	6,949	28th Mar.	Amoy, Moji, Kobe, Osaka & Yoko
MOREA	10,953	30th Mar.	S'hai, Moji, Kobe & Yoko
ARAFURA	6,000	3rd Apr.	Moji, Kobe, Osaka & Yoko
TALAMBA	8,018	11th Apr.	Amoy, S'hai, Moji, Kobe & Osaka
JEYPORE	6,318	13th Apr.	S'hai, Moji, Kobe & Yoko
KASHGAR	9,005	13th Apr.	S'hai, Moji, Kobe & Yoko
TILAWA	10,006	21st Apr.	Amoy, Moji, Kobe & Osaka
MALWA	10,986	27th Apr.	S'hai, Moji, Kobe & Yoko
NOVARA	6,989	8th May	Moji, Kobe, Osaka & Yoko
TANDA	6,956	8th May	Moji, Kobe, Osaka & Yoko
DELTA	8,097	11th May	S'hai, Moji, Kobe & Yoko
RANPURA	16,601	25th May	S'hai, Moji, Kobe & Yoko
NANKIN	7,058	4th June	S'hai, Moji, Kobe & Yoko
KHYBER	9,114	8th June	S'hai, Moji, Kobe & Yoko
RAWALPINDI	16,619	21st June	S'hai, Kobe & Yoko

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All dates are approximate and subject to alteration without notice.

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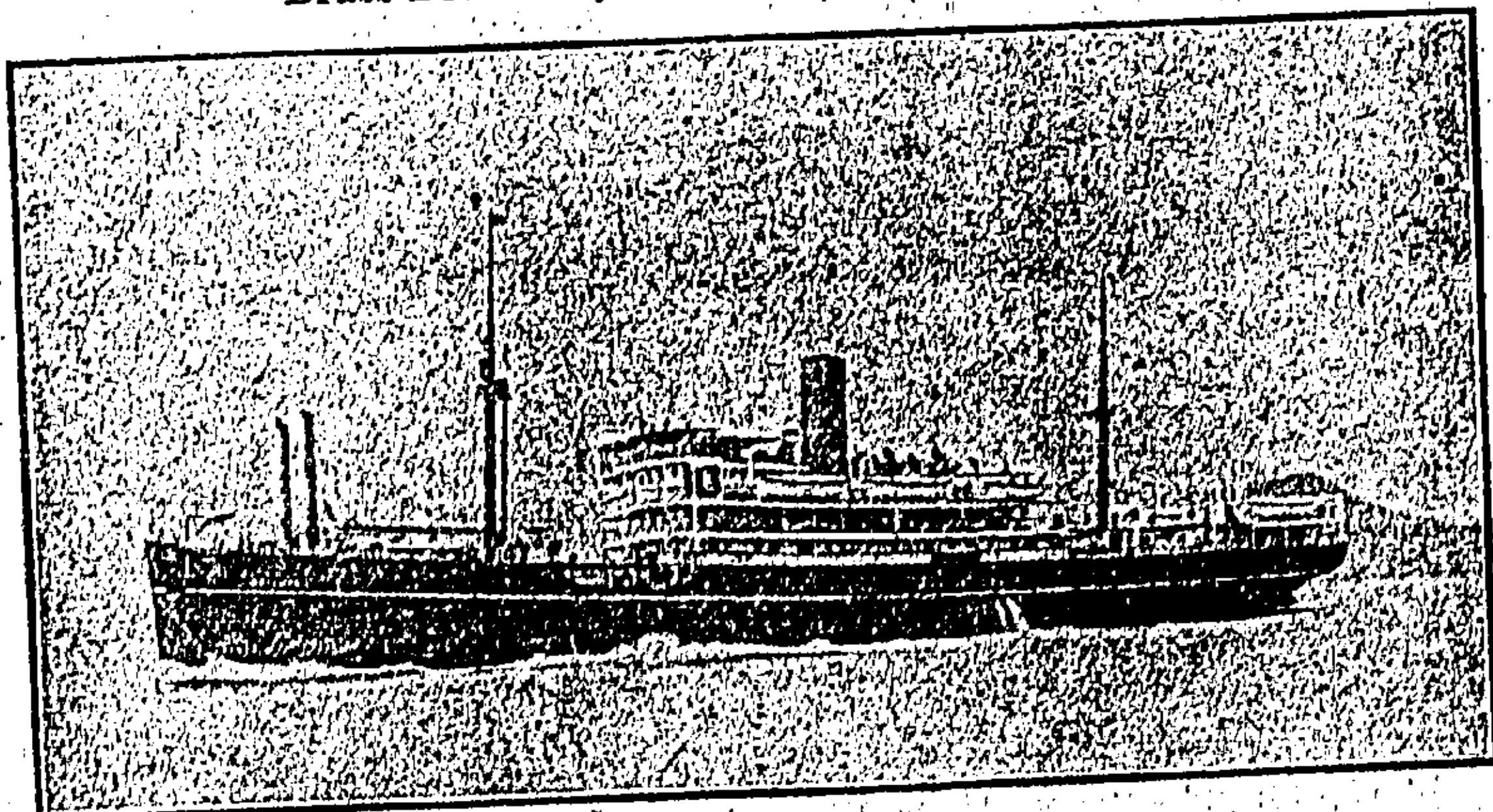
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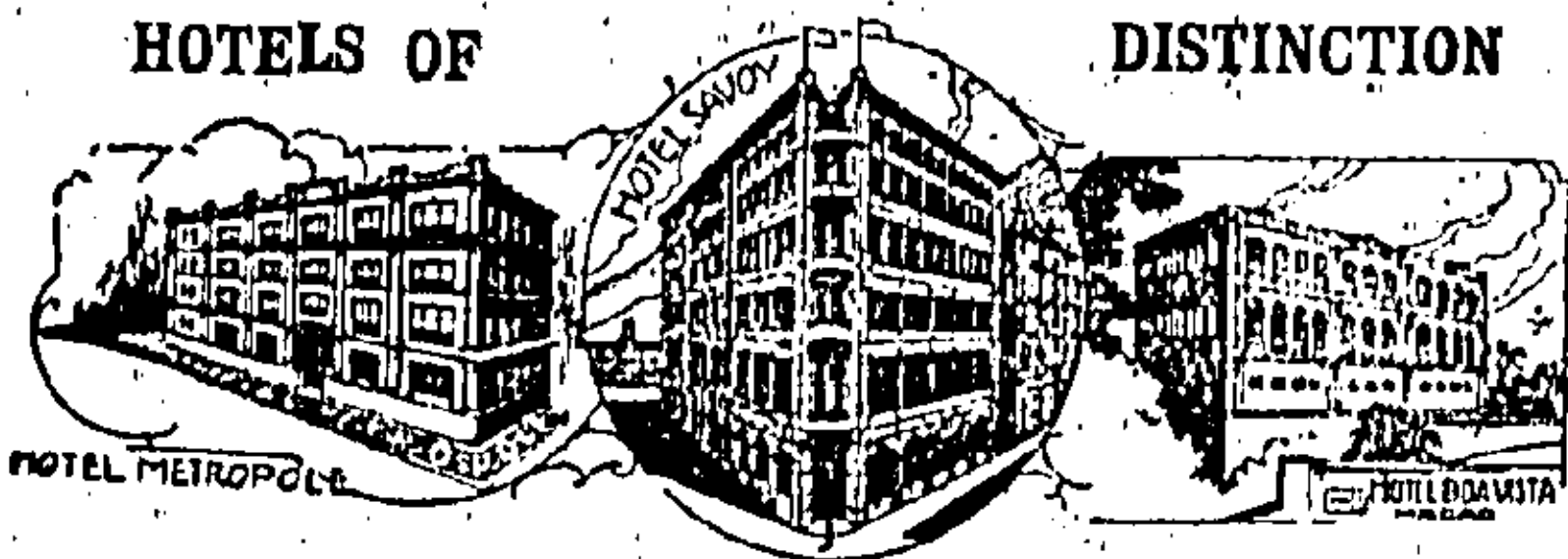
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OFFICIAL PARTY IN CANTON.

One of the official groups taken in Canton yesterday on the occasion of the visit of
H.E. the Governor of Hongkong and Party. Marshal Li Chai-sum is seen in the centre between
Sir Cecil Clementi and Mr. J. F. Brennan, acting British Consul-General in Canton.EMPLOYMENT IN
BRITAIN.

BETTER THAN EVER.

London, Mar. 9.
Sir Arthur Steel Maitland, Minister of Labour, speaking at a meeting in London, suggested that more attention should be paid to the statistics of employment than to the figures of unemployment. He said the amount of employment given in this country of late had been greater than that ever known in its history. Speaking from his own observation, the general conditions of working life in Great Britain compared favourably with those of any other industrial country in the world, not excluding the United States. This was true despite the fact that certain industries were hard hit at the present moment.—British Wireless.AMAZING SCENES AT
GENEVA.

(Continued from Page 1.)

ed scene appeared to produce a deplorable impression on the public. Finally the sitting was suspended.

Private Sitting.

A long private meeting of the Council followed at which a resolution was finally framed regarding the Rumanian and Hungarian Governments time to consider the question.

The Council agreed to the Polish motion to invite Turkey to the next meeting of the Preparatory Disarmament Conference, and adopted the resolution that Costa Rica, besides Spain and Brazil should be asked to reconsider their decision to leave the League.—Reuter.

Presentations were made privately recently on behalf of the editorial staff of the Daily Telegraph to Mr. J. Hall Richardson and Mr. Archibald Hurd, on their retirement from the staff after many years service.

AMERICAN CONSUL
PROMOTED.TRIBUTE AT HEROISM TO
NANKING.

The President of the United States has conferred an unusual and distinctive honour upon Mr. John K. Davis, who was American Consul at Nanking at the time of the Nanking outrage and whose conduct bore marks of heroism. Mr. Davis's promotion in rank in the American Foreign Service afforded the President an opportunity to express his opinion of this consular officer's work in a personal letter, which once and for all time puts an end to the disgusting attempts of certain Americans to discredit Mr. Davis in the hope of minimizing the importance of the Nanking outrage. President Coolidge's letter to Mr. Davis, which was published in the newspapers of the United States, follows:

My Dear Mr. Davis,—I have received from the Department of State a recommendation that you be granted a special promotion from Class IV to Class III of the Foreign Service in recognition of your distinguished service at Nanking in March, 1927. It has given me great pleasure to send this nomination to the Senate.

The work of the Foreign Service is at times difficult and, on occasion, hazardous, but, as the long record of the service shows, its officers throughout the world have often given proof of splendid devotion to duty, disregard of danger and the ability to meet emergencies and to discharge creditably every responsibility placed upon them.

Your conduct at Nanking was in keeping with the best traditions of the service. The Department has already commended you for your loyal and efficient performance of duty at your post, but I wish to add my own commendation of your zeal and courage which have set an example to your colleagues and in large degree enhanced the prestige of the foreign service.—Very sincerely yours, Calvin Coolidge.

Great Britain's postage stamps have been printed by only four different firms since 1839.

PORT OF LONDON.

BIG INCREASE IN SHIPPING.

London, Mar. 10.
Lord Ritchie, Chairman of the Port of London Authority, speaking at a meeting of the Board, said the total net tonnage of vessels which arrived at and departed from the port of London last year was 52,575,000.

This was an increase of 3,298,000 over the previous year.—British Wireless.

HOW MUCH DO YOU KNOW?

The following are the replies to to-day's questions:—

In the western part of New South Wales; by damming the Lachlan River. 2. 565,000; 100-120,000. 3. A native prophet on the Ivory Coast, West Africa, who has formed a colony of 100,000 black Christians. 4. Miss Hildell, at the Hospital of the Resurrection of Hope, Kumamoto, South Japan. 5. "Atollite," which dates back to the late Middle Ages of the early Christians, the money made by the sale of the occupants of all the heron's nests in the United Kingdom. 6. In the Crimean War. 10. Between A.D. 60 and A.D. 100, by the Romans. It was destroyed by a flood tide in 1691. 11. It is a corruption of Camelot's Town having been owned in the thirteenth century by Walter de Camelot, Bishop of Worcester. 12. In Moscow, where revolutionary activities.

The recent gift of \$500,000 to the Nation although it is unprecedented in amount, is not the first which has been made towards the reduction of the National Debt. Mr. Stanley Baldwin when he was Financial Secretary to the Treasury in 1919 gave \$150,000 to the State for the cancellation of debt to that amount. In December it was announced that an anonymous donor had presented \$100,000 to accumulate for many years and provide a sum towards payment of the National Debt. Other lesser gifts have been made. It may be mentioned that money accumulating at compound interest at 5 per cent. doubles itself in between fourteen and fifteen years, but at 4½ per cent. the period is nearly sixteen years.

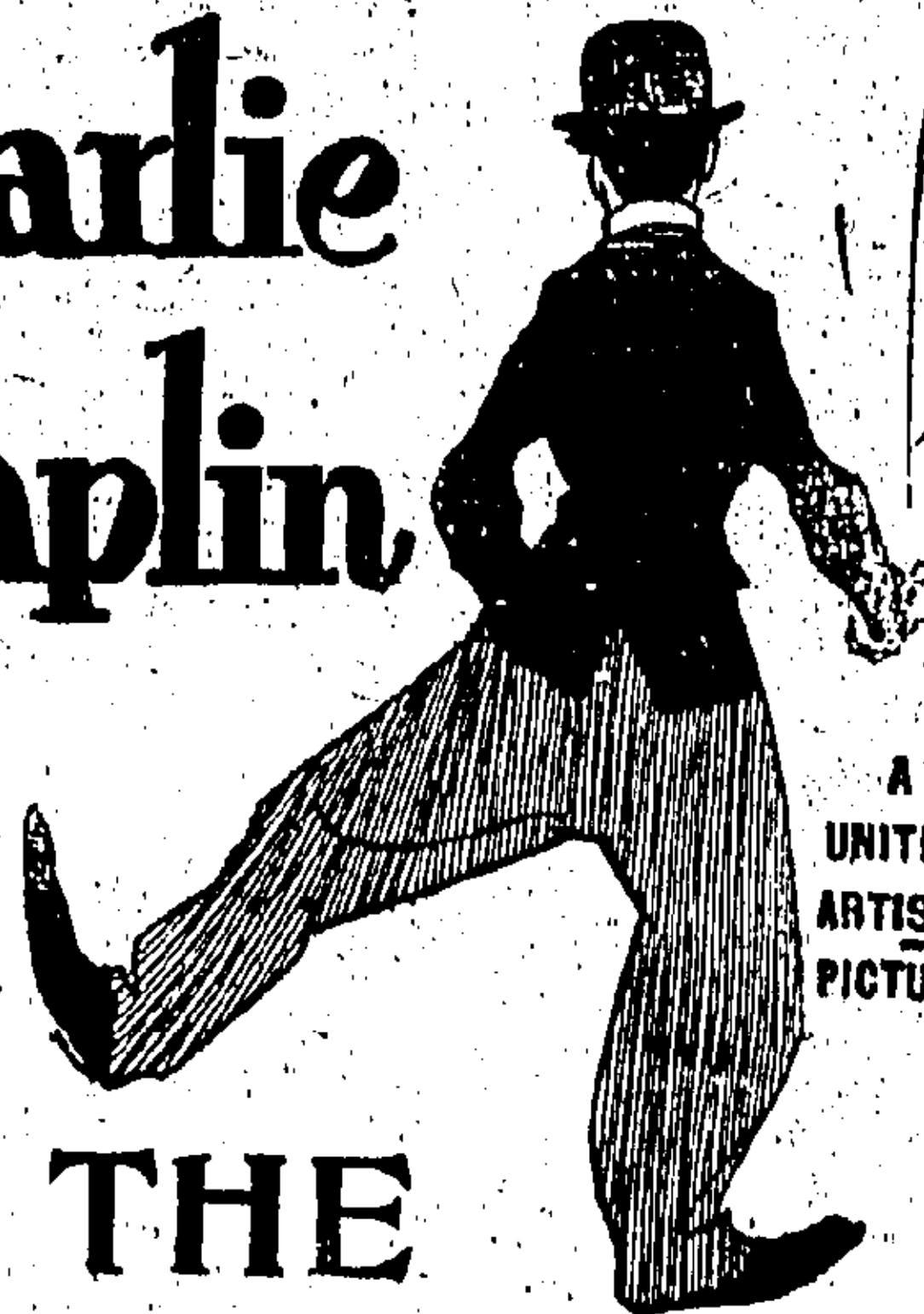
AN INTERESTING HONGKONG WEDDING.



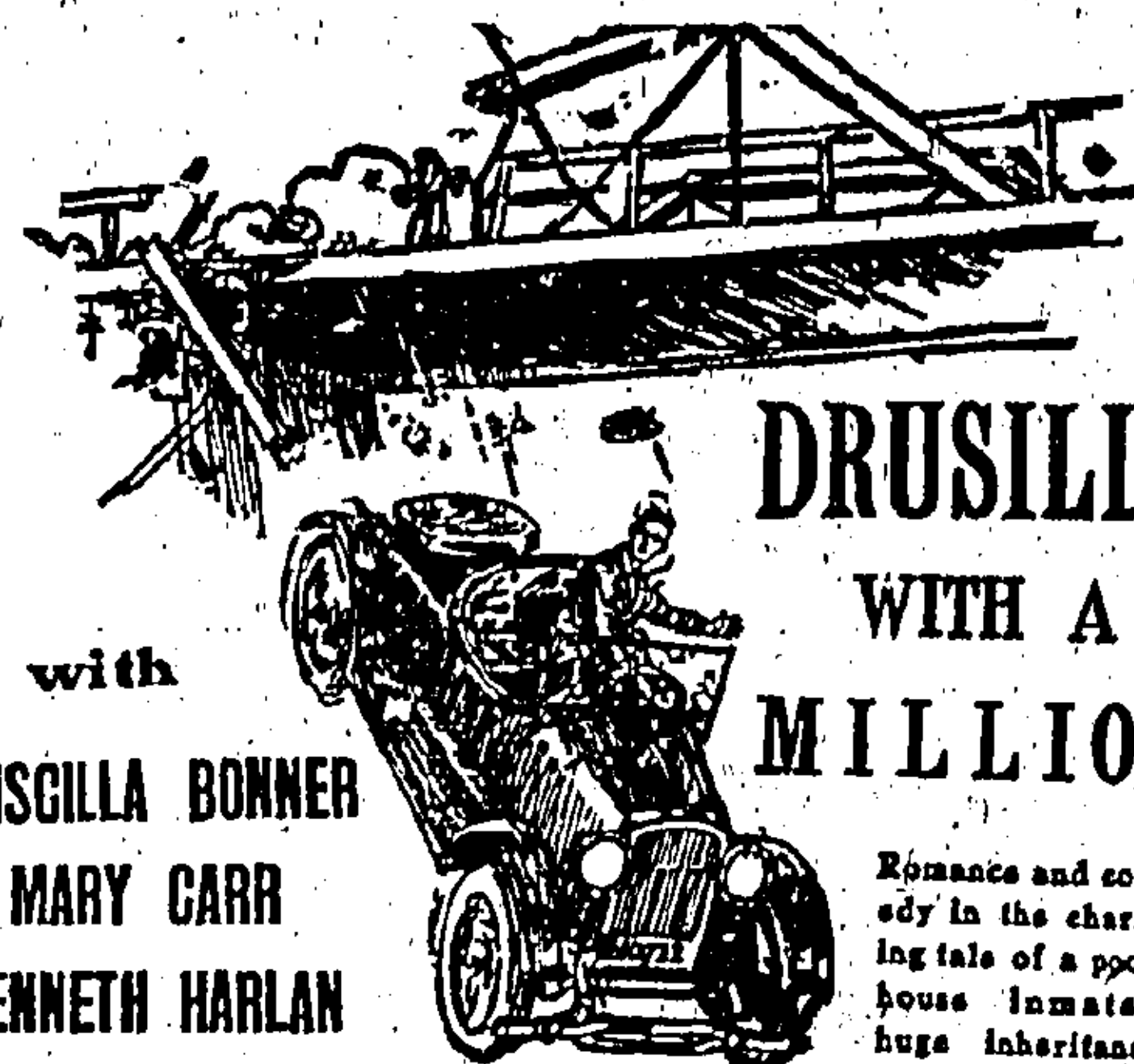
The bridal party at the wedding of Mr. H. J. Armstrong and Miss Vera Joan Thwaites, which took place at St. John's Cathedral on Monday last. (Photo: Ming Yuen).

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CIRCUSYou laugh! We laugh! They laugh!
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believe!AT THE
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A swift racing car—a desperate hand at the wheel—
a plunge over the bridge—and then drama of an
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Interpreter 2.30 & 7.15.

The amusing story of city crooks who were fleeced
by country confidence tricksters—

DOLORES COSTELLO

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THE
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IRISH
GIRL

With

JOHN HARRON

A lively story with a surprise ending.

AT THE
-STAR FINAL SHOWINGS TO-DAY
Continues 2.30 to 11.15.